

SHOALS AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FISCAL YEARS 2024-2027



Prepared by the transportation planning staff of the Northwest Alabama Council of
Local Governments (NACOLG)

June 2023

SHOALS AREA METROPOLITAN PLANNING ORGANIZATION

Draft

Transportation Improvement Program (TIP) ***Fiscal Years 2024-2027***

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This document is posted on the Internet at <http://www.nacolg.org>

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This report was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments, and prepared by the Staff of the Shoals Area Metropolitan Planning Organization, in fulfillment of requirements set forth in Title 23 USC 134 and 135, amended by Fixing America's Surface Transportation Act (FAST) December 2015. The contents of this report do not necessarily reflect the official views or policy of the U. S. Department of Transportation.

Shoals Area Metropolitan Planning Organization Officers

FISCAL YEAR 2023

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- Chairman Andy Betterton – Mayor, City of Florence
- Vice-Chairman Tommy Barnes – Commissioner, Colbert County

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Northwest Alabama Council of Local Governments (NACOLG)

- Keith Jones, Executive Director
- Joseph E. Holt, Director of Planning and Transportation
- Ryan Hayse, Transportation Planning Director
- Rashad Thompson, Transportation Planner

Shoals Area
Metropolitan Planning Organization

RESOLUTION

**Adopting the *draft* FY 2024-2027 Transportation Improvement Program (TIP)
for the Shoals Area**

WHEREAS, the Northwest Alabama Council of Local Governments (NACOLG) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the Infrastructure Investment and Jobs Act, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

WHEREAS, the U. S. Department of Transportation requires that transportation projects in the urbanized area be included in a Transportation Improvement Program and adopted by the Shoals Area Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Northwest Alabama Council of Local Governments (NACOLG) and Shoals Area MPO Planning Staff in cooperation with the Alabama Department of Transportation has prepared a *draft* FY 2024-2027 Transportation Improvement Program (TIP); now

THEREFORE, BE IT RESOLVED by the Shoals Area Metropolitan Planning Organization (MPO) that the same body does hereby adopt the *draft* FY 2024-2027 Transportation Improvement Program (TIP).

ADOPTED THIS AUGUST 31, 2023

SIGNED:

Andy Betterton, Chairman

ATTEST:

Table of Contents

	Title and MPO Contact Page	i
	MPO Membership and Advisory Committee Officers	ii
	Resolution 23-**	iii
	Table of Contents	iv
1.0	Introduction	1
1.1	Purpose	1
1.2	MPO History, Organization, and Management	1
1.3	Regulations and Laws	2
	1.3.1 Consistency with Other Plans	2
1.4	Scope of Planning Process	2
1.5	Planning Emphasis Areas	3
1.6	Public Participation	3
1.7	Title VI in Development of the TIP	4
1.8	Livability Principles and Indicators	6
1.9	TIP Development Process	6
1.10	TIP Amendment and Administrative Modifications	7
1.11	Level of Effort Funding Categories	9
1.12	Environmental Mitigation	9
	1.12.1 Climate Change	10
1.13	Air Quality Planning	11
1.14	Financial Constraint	11
1.15	Project Selection and Prioritization	12
1.16	Bicycle and Pedestrian Planning	12
1.17	Safety Planning	14
1.18	Regionally Significant Projects	14
1.19	Freight Planning	14
1.20	Public Participation Process	14
1.21	Transportation Performance Measures and Targets	15
1.22	Conclusion	19
2.0	Transportation Improvement Project (TIP) Project Listing	20
2.1	ALDOT MPO Web Portal Description	20
2.2	Project Descriptions	20
2.3	Web TELUS Report Format	23
2.4	Planned Project Listings	24
	2.4.1 Surface Transportation Attributable Projects	25
	2.4.2 Other Surface Transportation Program Projects	30
	2.4.3 NHS/Interstate Maintenance/NHS Bridge Projects	31
	2.4.4 Appalachian Highway System Projects	34
	2.4.5 Transportation Alternatives	35
	2.4.6 Bridge Projects (State and Federal)	36
	2.4.7 State Funded Projects	37
	2.4.8 Enhancement Projects	38
	2.4.9 Transit Projects	39

2.4.10	System Maintenance Projects	40
2.4.11	Safety Projects	41
2.4.12	Other Federal and State Aid Projects	42
2.4.13	Congestion Mitigation and Air Quality Projects	43
2.4.14	High Priority and Congressional Earmarks Projects	44
2.5	Authorized Projects	45
3.0	Appendices	46
3.1	Abbreviations and Acronyms	47
3.2	Planning Area Map	50
3.3	MPO Organization	51
3.4	ALDOT Spreadsheet for All TIP Fiscal Years 20-21 Financial Plan	52
3.5	Urban Area Funding Availability Report	53
3.6	Livability Principles	54
3.7	Public Participation Data	56
3.8	Certifications – TIP/STIP MOU	57
3.9	Memorandum of Understanding	58

1.0 Introduction

1.1 Purpose

The Transportation Improvement Program (TIP) is a prioritized list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation, or construction for fiscal years 2024 to 2027. The TIP is developed by the Shoals Area Metropolitan Planning Organization (MPO). The projects listed in the TIP are taken from the 2045 Shoals Area Long Range Transportation Plan (LRTP) apart from safety, repaving, and other Level of Effort (LVOE) types of projects. The TIP identifies transportation projects that are needed to meet current and future travel demand in the planning area. The purpose of the TIP is to schedule and plan for the implementation of transportation projects in the study area for FY 2024 to 2027.

1.2 MPO History, Organization, and Management

Congressional approval of the Federal-Aid Highway Act, on October 23, 1962, was the beginning of the transportation planning process. This legislation requires that in urbanized areas (defined as areas with a population of 50,000 or more) programs for Federal-Aid Highway projects approved after July 1, 1965, must be based on a continuing, comprehensive, and cooperative transportation planning process carried on by the states and local communities.

The MPO for the Shoals Area Transportation Study signed its original joint agreement concerning transportation planning in 1974 with the Alabama Highway Department, now the Alabama Department of Transportation (ALDOT), in accordance with the Federal-Aid Highway Act of 1962. The 1962 Act specified that urbanized areas (defined as areas with a population of 50,000 or more) must develop a 3C transportation planning process: for federal-aid projects.

The Shoals Area MPO is made up of elected officials from cities and counties from within the MPO planning area. Designated State and Federal agencies, who have a direct relationship with the transportation planning process, make up the rest of the MPO Policy Board.

The Technical Coordinating Committee (TCC) serves the Policy Board in an advisory manner. The TCC is comprised of local engineers, planners, and state and federal officials who are involved with the transportation planning process.

The Shoals Area MPO, hosted by the Northwest Alabama Council of Local Governments (NACOLG), signed a new agreement with ALDOT in September of 2007, stipulating the various duties and responsibilities of the parties involved. The Shoals Area MPO consists of the municipalities of Florence, Muscle Shoals, Sheffield, Tusculumbia, Killen, St. Florian, Leighton, and portions of the counties of Colbert and Lauderdale. The Executive Director of NACOLG also serves as the MPO Executive Director.

The Shoals Study Area covers approximately 239 square miles. The 2020 census figures indicated that the population figure for the MPO Urban Area was 78,944 people and the Study Area population figure was 105,768 people.

1.3 IIJA Regulations and Laws

The laws that require Metropolitan Planning Organizations (MPOs) to develop TIPs are found in accordance with Public Law 117-58, the Infrastructure Investment and Jobs Act (IIJA), as adopted by Congress in November 2021. IIJA establishes that the metropolitan planning process be a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The development of a TIP is specifically addressed in 23 USC 450.326.

1.3.1 Consistency with Other Plans

The TIP is consistent with the Shoals Area 2045 Long-Range Transportation Plan (LRTP). The projects included in TIP are taken from the Plan with the exception of certain Level of Effort (LVOE) projects. The LRTP covers a 25-year time frame, while the TIP extends over four years. The TIP is often considered the short-range plan of the Metropolitan Planning Organization (MPO).

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Alabama Department of Transportation (ALDOT). The STIP is consistent with the statewide long-range transportation plan and the long-range transportation plans and TIPs developed by the fourteen (14) Alabama MPOs. Projects from the Metropolitan Planning Organizations TIPs are included in the State Transportation Improvement Program (STIP). Since the MPOs and ALDOT use the same database for the TIPs and STIP, the project lists for the documents are always in agreement.

1.4 Scope of Planning Process

The Infrastructure Investment and Jobs Act (IIJA) lists planning factors that must be considered as part of the planning process for all metropolitan areas. The MPO considers these planning factors in the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The planning factors are listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system, and reduce (or mitigate) the storm water impacts on surface transportation;
10. Enhance travel and tourism.

1.5 Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in the transportation planning process. For fiscal year 2024 the following three key planning themes are:

- 1) **IJA Implementation** - Transition to Performance Based Planning and Programming: IJA includes a mandate for performance based planning and programming within the transportation planning process. Currently, the Unified Planning Work Program (UPWP), includes the Livability Principles and Indicators performance measures, which were developed by the Federal Highway Administration (FHWA) prior to MAP-21 being signed into law, as the first in a new series of legislated performance measures. The Shoals Area MPO will fully implement the safety performance measures that are mandated in IJA.
- 2) **Models of Regional Planning Cooperation** – *Promote cooperation and coordination across MPO boundaries and across state boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated. It could occur through the development of joint planning products, and/or state boundaries includes the coordination of transportation plans, programs, corridor studies, and projects across adjacent MPO and state boundaries. It also includes collaboration among state DOTs, MPOs, and operators of public transportation, on activities such as data collection, data storage and analysis, analytical tools, and performance-based planning.
- 3) **Ladders of Opportunity** – *Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods, to measure the transportation system’s connectivity to essential services. It could include this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

1.6 Public Participation

The MPO will comply with all federal, state, and local rules and regulations, including Title VI, Environmental Justice, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act of 1973. The MPO will make every effort to comply with these rules and regulations during the Public Participation Process.

The public will have an opportunity to provide input into the development of the TIP with a public meeting that was held at the following location on August 24, 2023:

Florence-Lauderdale Public Library
350 N Wood Ave
Florence, AL
from 11:00 a.m. - 1:00 p.m.

Opportunity was also given at the August 31, 2023 MPO meeting to receive public comment. Information on the public meetings was included in all legal ads, news releases, and posted on the NACOLG web site at www.nacolg.org. The TIP was placed on display in the following locations: the City Halls of Florence, Muscle Shoals, Tuscumbia, Sheffield, the Town Halls of St. Florian, Killen and Leighton, and the Courthouses of Colbert and Lauderdale Counties.

All MPO Policy and Technical Board meetings are advertised on the Northwest Alabama Council of Local Governments website, <https://www.nacolg.org/documents>. The public is encouraged to attend and participate in discussions held at all committee meetings during the Public Participation Process.

1.7 Title VI in Development of the TIP

It is the policy of the Shoals Area Metropolitan Planning Organization (MPO) to provide a planning process that is open to public input in the preparation of plans and programs and is consistent with the planning factors required under the new transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), also known as Public Law 112-131, signed into law July 6, 2012. The Federal interpretive regulations remain as 23 CFR 450, and Public Participation Plan requirements are in 450.316.

1. Open Process: To have an open planning process that encourages early and continued public participation
2. Information Access: To provide complete and timely information regarding the plans, programs, procedures, policies and technical data produced or used during the planning process to interested parties and the general public
3. Notice of Activities: To provide timely and adequate public notice of meetings, reviews, and major document availability.

4. Public Input and Organization Response: To demonstrate consideration and recognition of public input and to provide appropriate responses to public input
5. Inclusive Process: The Shoals Area MPO places emphasis on the commitment mandated in Executive Order 12898 to protect low income and minority communities/citizens from disproportionate adverse impacts based on planning and implementation of projects and programs identified in the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). The MPO provides for considerable participation activity towards this environmental justice goal through the opportunity, both formal and informal, for these identified citizens to share their ideas and concerns throughout the planning and decision-making process.

Additionally, the Shoals Area MPO is and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as *Environmental Justice*, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Shoals Area MPO has completed a Four Factor Analysis of the Shoals Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been developed and can be accessed within the Public Participation Plan at https://www.nacolg.org/images/pdf/Shoals_PPP.pdf.

In order to further support the public participation goals of the Shoals Area MPO, the public is encouraged to participate in the development of the TIP. The 2024 – 2027 TIP process will include three

public involvement meeting designed to obtain input from the public concerning the TIP process in the Shoals Area Metropolitan Planning Area (MPA). In addition, once the draft TIP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Shoals Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they attend. The Director of Transportation Planning at the Shoals Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents. Detailed public participation procedures are outlined in the Shoals Area MPO Public Participation Plan (PPP) which can be found at <https://www.nacolg.org/documents>.

1.8 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, the Alabama Department of Transportation (ALDOT) has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

As a measure of the sustainability of these principles, the MPO will provide the following Livability Indicators:

- Percentage of LRTP projects that contain bicycle and pedestrian elements, excluding transit projects
- Percentage of transportation investment from the Long Range Transportation Plan (LRTP) dedicated to
 - enhancing accessibility of existing transportation facilities
- Percentage of household income spent on housing and transportation
- Percentage of Workforce Commuting to Work by Bike
- Percentage of Workforce Walking to Work
- Percentage of Workforce Utilizing Public Transit
- Percentage of jobs and housing located within one-half (1/2) mile of transit service
- Percent of workforce living within twenty-four (24) miles or less from primary job

1.9 TIP Development Process

In February 2023, the MPO staff began work on the draft TIP using the ALDOT MPO Portal. This allowed the MPO staff to produce project information vital to the TIP. The MPO staff added project sponsors and map id numbers to the projects in the ALDOT MPO Portal. The MPO staff emailed the draft TIP to the Policy and Technical Coordinating Committees for their review. After public involvement activities and the MPO Policy Committee meeting held in August 2023, the MPO Policy Committee will adopt the FINAL FY 2024 – 2027 TIP.

The Shoals Area MPO also held a public review period for the draft TIP. The review period extended from August 1, 2023 through August 31, 2023. Legal ads were placed in the local newspaper, as well as news releases distributed to local media outlets detailing the review and meeting location, date and time.

1.10 TIP Amendment and Administrative Modifications

The TIP will be amended periodically to adjust funding, time-frames, or other factors relevant to the projects. New projects may be added if appropriate and if funding is available. Other projects may be deleted if funding is not available.

The Federal Highway Administration (FHWA) – Alabama Division, Federal Transit Administration (FTA) Region 4, and the Alabama Department of Transportation (ALDOT) have agreed that a formal TIP amendment, requiring MPO approval and vote, is necessary when one or more of the following criteria are met:

- Affects air quality conformity, regardless of the cost of the project or the funding source
- Adds a new project, or deletes a project, that utilizes federal funds from a statewide line item, exceeds the thresholds listed below, and excludes those federally-funded statewide program projects
- Adds a new project phase(s), or increases a current project phase, or deletes a project phase(s), or decreases a current project phase that utilizes federal funds, where the revision exceeds the following thresholds:
 - \$5 million for ALDOT federally-funded projects and Transportation Management Area (TMA) attributable projects.
 - \$1 million for ALDOT federally-funded projects and for non-TMA MPOs attributable projects.
 - \$750,000 for the county highway and bridge program
- Involves a change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between ALDOT and the Planning Partner not to exceed the federally-funded threshold contained in the Memorandum of Understanding (MOU) between FHWA and ALDOT.

- Result in a change in the Scope of Work on any federally-funded project that is significant enough to essentially constitute a new project.
- Involve a planned Level of Effort (LVOE) planned budget change exceeding 20% of the original budgeted amount per ALDOT region.

The initial submission and approval process of the Statewide Transportation Improvement Program (STIP) will establish federal funding for Level of Effort (LVOE) project groups. Subsequent placement of individual projects in the STIP that are LVOE, will be considered Administrative Modifications. An Amendment through resolution is required when the entire LVOE category increases by 20%.

TIP revisions that do not meet the amendment criteria are processed by administrative modifications. Generally, this type of revision is used for minor projects or emergency repairs. Administrative modifications do not affect air quality conformity or involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established between ALDOT and the MPO, or the threshold established by FHWA Division Office and ALDOT; and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project. Administrative modifications do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

An administrative modification is a minor STIP/TIP revision that:

- Adds a project from a level of effort category or line item, utilizing 100 percent state or non-federal funding, or an MPO TIP placement of the federally-funded, Statewide Program, or federal funds from a statewide line item that do not exceed the thresholds established by ALDOT and the MPO.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantive or functional adjustments, or location and capacity changes.
- Draws down, or returns funding, from an existing STIP/TIP Reserve Line Item, and does not exceed the threshold established between ALDOT and the MPO.
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, from savings on programmed phases, and any other project cost modification sent to and approved by FHWA or FTA, to another programmed project phase or line item.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in a project scope of work that would trigger an air quality conformity reevaluation; do not exceed the threshold established in the MOU between ALDOT and the Planning Partners, or the threshold established between FHWA and ALDOT.

Administrative Modifications do not require federal approval. ALDOT and the Planning Partner will work cooperatively to address and respond to any FHWA or FTA comments. FHWA and FTA reserve the right

to question any administrative action that is not consistent with federal regulations or with the MOU, where federal funds are being utilized.

Further information can be found in a copy of the Memorandum of Understanding between FHWA, FTA, and ALDOT located on page 91 in the Appendix.

1.11 Level of Effort Funding Categories

As previously mentioned, the projects on the TIP are taken from the Long-Range Transportation Plan with the exception of Level of Effort (LVOE) projects. LVOE projects represent grouped projects not considered of appropriate scale to be identified individually. Projects may be grouped by function, work type, and/or geographical area, using the applicable classifications under 23 CFR 771.117 (c) and (d), and/or 40 CFR part 93.

LVOE projects are placed in the STIP/TIP according to selected funding programs, with the planned funding amounts for each year. The MPO is required to make a formal amendment to the TIP for any adjustment of funding of an LVOE group that exceeds 20 percent of the originally-planned funding to a particular ALDOT Region. The selected LVOE funding programs include:

- Transportation Alternative Program (TAP)
- Safety Projects (Hazard elimination, roadway and rail, high-speed passenger rail, seatbelt, blood alcohol content, and others)
- Recreational Trails (Funds are transferred to ADECA)
- Federal-Aid Resurfacing Program for each ALDOT Region
- County Allocation Funds (Off-system bridges and STP non-urban)
- Federal Transit Programs: 5307 (Urbanized), 5311 (Non-Urban), 5310 (Elderly and Disabilities), and 5339 (Buses and Bus Facilities)
- Electric Vehicles [Administered by ADECA]

Addition or deletion of an individual LVOE project is considered an administrative modification, and does not require MPO action prior to authorization, subject to the 20 percent threshold. ALDOT will maintain a matrix listing, on the STIP website, of LVOE projects for each of the five ALDOT Regions. The MPO will be notified as soon as any specific projects within their urban area are identified and selected, and will have ten (10) days to decline the project. Additionally, the MPO will be notified as soon as any specific projects are modified or deleted within their urban area, and will have ten (10) days to decline the project deletion or change.

1.12 Environmental Mitigation

Metropolitan Planning Organizations (MPO) are instructed to include in their Long-Range Transportation Plans (LRTP) a discussion of types of potential environmental mitigation activities and potential areas to

carry out these activities including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion shall be developed in consultation with federal, state and tribal land management, and regulatory agencies.’

The purpose of environmental mitigation activities is to minimize environmental impacts of proposed projects early in the development of the Long-Range Transportation Plan (LRTP) and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

The current federal regulations require state transportation agencies and Metropolitan Planning Organizations (MPO) to consult with other agencies to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must consider the potential environmental impacts associated with a transportation plan, or plan update, to mitigate those impacts.

Mitigation as defined by the National Environmental Policy Act of 1969 (NEPA) is a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource, such as a historic site or a wetlands area.

The second level is minimization, which means that if avoidance is not possible, then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area would have considerably less impact than re-channeling the stream or filling the wetlands.

The third level is mitigation, which means impact to a resource cannot be avoided. Examples include recordation of a historic structure that must be demolished and compensation for filled wetlands by debits from a wetlands bank.

For compliance of environmental mitigation activities the MPO staff has consulted federal, state, tribal, wildlife, land management, and regulatory agencies on plans, studies, and programs concerning transportation projects in the MPO planning area. The MPO has also reviewed other available plans, databases, maps, and documents to identify potential environmental mitigation impacts.

1.12.1 Climate Change

The Federal Highway Administration (FHWA) has determined that climate change should be integrated into transportation planning at the state, regional, and local levels.

According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions.

In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.

Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.

In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these trends.

Introduction to
Integrating Climate Change into the Transportation Planning Process
- Federal Highway Administration, Final Report, July 2008

In order to address climate change into the transportation planning process the MPO will continue to educate and advise the general public, freight providers, transit service providers, local planning agencies, local businesses, and other interested individuals and groups on the effects of climate change.

1.13 Air Quality Planning

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the Clean Air Act (CAA) is to improve air quality and to protect human health. The Clean Air Act requires the Environmental Protection Agency (EPA) to establish tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In 2008 the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from .084 to .075 parts per million.

Non-attainment status places additional requirements on the MPO. Most importantly among these are air quality determination of the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and all transportation projects. Conformity is achieved when new NAAQS violations are not created, the frequency or severity of NAAQS violations are not increased, and attainment of the NAAQS is not delayed. These conditions, if not met, could prevent the inclusion of some capacity projects in the TIP.

1.14 Financial Constraint

The TIP is required to be financially constrained, which means that project costs are balanced against expected revenue. The Alabama Department of Transportation (ALDOT) determines the projects that

can be undertaken during the TIP time frame with expected federal and state funds. The only exception to this process involves projects funded with the Surface Transportation Attributable Program (STPOA) and matched with local government funds. ALDOT calculates funding levels for this program for each of the MPOs in the state based on each areas urban population (as defined by the 2020 Census). The local governments decide the priority of these projects and balance projects based on calculated revenue.

1.15 Project Selection and Prioritization

Projects on the TIP are prioritized by fiscal year. Since ALDOT controls the federal and state roads in Alabama and the federal funding that is issued to state, they determine the priority of projects included in the TIP except the Surface Transportation Attributable Program (STPOA). The MPO decides the priority of the STPOA projects in the Planning Area.

1.16 Bicycle and Pedestrian Planning

Bicycling and walking are viable transportation alternatives throughout many communities within the North Alabama region. Whether for commute or recreational enjoyment, the Shoals Area Metropolitan Planning Organization (MPO) understands the importance of these activities to one's health, safety, and general welfare. Therefore, the Shoals Area MPO is committed to improving bicycle and pedestrian conditions throughout the region.

The Federal Highway Administration (FHWA), the MPO, and ALDOT have established requirements for bicycle and pedestrian travel.

ALDOT Requirements

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPOs must “include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast March 17, 2010, in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two directives effectively modified 23 USC 217 in implementing improvements using federal funds to state routes under ALDOT jurisdiction.

This is now ALDOT bicycle and pedestrian policy and it carries over to the short-range TIP subset and new bicycle and pedestrian plans and updates. The MPO will comply with these provisions.

FHWA Requirements

According to FHWA, MPOs must consider at a minimum, accommodating bicycle and pedestrian needs as identified below:

- 23 United States Code 217 states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State.”
- FHWA guidance on this issue states that “due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

Exceptional circumstances are defined below:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

The Shoals Area MPO has adopted a comprehensive Bicycle and Pedestrian Plan to guide bicycle and pedestrian facilities planning efforts within the MPO planning area. The Bicycle and Pedestrian Plan can be found at <https://www.nacolg.org/documents>.

1.17 Safety Planning

The MPO staff acts as a conduit for transportation safety concerns/issues. When transportation safety issues/concerns are discussed at MPO committee meetings, the MPO staff forwards the information to the appropriate agencies, government departments, or government programs. Also, at the request of MPO committee members, the MPO staff forwards transportation safety concerns/issues information not discussed at a formal MPO committee meeting to the appropriate agencies, government departments, or government programs. Opportunity is given at each MPO meeting to discuss transportation safety issues.

The MPO staff monitors accident data for the MPO Study Area. The MPO staff will prepare transportation accident reports and maps to assist the MPO committees as needed. The MPO staff researches, and develops when possible, new techniques to manage and display transportation accident data. A representative of the North Alabama Highway Safety Office sits on the Technical Coordinating Committee.

1.18 Regionally Significant Projects

The TIP is required to include all regionally significant projects that are funded with federal and/or non-federal funds. All regionally significant projects that will be fully or partially funded with FHWA, FTA, and state funds are included in the project listings in Sections 2.4 and 2.5. The Shoals MPO does not have knowledge of other regionally significant projects that are proposed in the next four years that would be funded with funds other than FHWA, FTA, or state funds.

1.19 Freight Planning

Freight is the movement of goods into and through the state by means of roadways, railways, ports and waterways, and airports. Freight Planning is an important component of the Transportation Improvement Program.

1.20 Public Participation Process

In order to facilitate public participation, the Shoals Area Metropolitan Planning Organization held public reviews of the FY 2024 - 2027 Transportation Improvement Program (TIP). The review period was open for more than the required 30 days. A meeting held at the following locations:

Florence-Lauderdale Public Library
350 N Wood Ave
Florence, AL

Opportunity was also given at the August 31, 2023 MPO meeting to receive public comment. Information on the public meetings was included in all legal ads, news releases, and posted on the NACOLG web site at www.nacolg.org. The TIP was placed on display in the following locations: the City Halls of Florence, Muscle Shoals, Tuscumbia, Sheffield, the Town Halls of St. Florian, Killen and Leighton, and the Courthouses of Colbert and Lauderdale Counties.

1.21 Transportation Performance Measures and Targets

Background

In compliance with the Joint Planning Rule from FWHA (23 CFR 450 and 771) and FTA (49 CFR 613), under the IIJA, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows: 1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays. Under the 23 CFR 490, the DOTs and MPOs are required to establish targets for applicable national performance measures. The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. The Eastern Shore MPO has adopted ALDOT's statewide performance measures and targets. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles. ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

TIP Linkage to Performance-Based Planning Documents and Targets:

The FHWA/FTA Joint Planning Rule required that two years after the rules become effective that STIP/TIPs amendments or updates must meet the Performance-Based Program and Planning (PBPP) requirements (23 CFR 450.226 and 450.340). These "phased-in" requirements became effective in 2018 and 2019. The STIP/TIPs aid in programming investments toward achieving the targets as well as align with the plans to the maximum extent practicable.

This TIP contains both Highway and Transit Projects. Typical highway projects, such as highway capacity, system preservation, bridge, and safety projects, support the established targets. The same is true for the transit projects that are capital purchases. The TIP project selection criteria considers ALDOT's goals and objectives to preserve the existing system, improve system reliability, promote safety, reduce congestion, and improve the movement of goods and people. The MPO will continue to coordinate with ALDOT on updates and/or amendments to the

STIP/TIPs and support the selected performance targets (to the maximum extent practicable). The MPO will support the state targets by adding projects to the Long Range Transportation Plan and Transportation Improvement Program.

ALDOT Performance Measures & Targets

FHWA Safety Performance Measures (PM1)		Annual Target - 2022	
Number of Fatalities		1000	
Rate of Fatalities (per 100 million Vehicle Miles Traveled)		1.44	
Number of Serious Injuries		6,500	
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)		9.82	
Number of Non-motorized fatalities and serious injuries		400	
FHWA Bridge/Pavement Performance Measures (PM2)		Original 4-Year Target - 2022	
% of Pavements of the Interstate System in Good Condition		50% or more	
% of Pavements of the Interstate System in Poor Condition		5% or less	
% of Pavements of the Non-Interstate NHS in Good Condition		25% or more	
% of Pavements of the Non-Interstate NHS in Poor Condition		5% or less	
% of NHS bridges in Good condition by deck area		25% or more	
% of NHS bridges in Poor condition by deck area		3% or less	
FHWA System Performance Measures (PM3)		Original 4-Year Target - 2022	
% of Person-Miles Traveled on the Interstate that are Reliable		92%	
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable		90%	
Truck Travel Time Reliability (TTTR) Index on the Interstate		1.3	
FTA Transit State of Good Repair Performance Measures		Annual Target - 2022	
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)		Reduce inventory by 5%	
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)		Reduce by 5%	
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale		No more than 20% of facilities rate less than average	
FTA Transit Safety Performance Measures		Annual Target 2023	
		Demand Response	
Fatalities		0	
Rate of Fatalities		0%	
Injuries		0	
Rate of Injuries		0%	
Safety Events		0	
Rate of Safety Events		0%	
Mean distance between major mechanical failure		16,593	

*rate = total number for the year/total revenue vehicle miles traveled

Performance-Based Plans Descriptions:

Listed below are brief descriptions of ALDOT's PBPP Plans. All of the plans align with their respective performance measures and targets and this STIP.

Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Report (HSIP) (PM1)

The SHSP is a data-driven, multiyear comprehensive plan that establishes ALDOT's traffic safety goals, objectives, priorities and areas of focus, and facilitates engagement with safety stakeholders and partners. The SHSP provides a comprehensive framework for reducing fatalities and serious injuries on all public roads, with the ultimate vision of eradicating the State's roadway deaths. The strategies detailed in the plan integrate the efforts of partners and safety stakeholders from the 4 Es of safety (Engineering, Education, Enforcement and Emergency Medical Services).

The Alabama SHSP 3rd Edition was completed in July 2017 and the current focus of Alabama's SHSP is the National Goal of "Toward Zero Deaths" initiative which is to reduce fatalities by 50% by 2035.

The HSIP is an annual report required by states that documents the statewide performance measures toward the zero deaths vision. It identifies and reviews traffic safety issues around the state to identify locations with potential for improvement.

Transportation Asset Management Plan (TAMP) (PM2)

The TAMP is a focal point for information about the bridge and pavement assets, their management strategies, long-term expenditure forecasts, and business management processes. The development of ALDOT's TAMP is consistent with ALDOT's desire to make data-driven spending decisions related to its assets. In short, ALDOT puts into practice, both on a regular basis and more specifically in the TAMP, better decision making based upon quality information and well-defined objectives. The TAMP will be a central resource for multiple ALDOT Bureaus for asset information, management strategies around those assets, financial sources and forecasting, and business management processes.

System Performance Measures (PM3)

System Performance Measures (PM3) assess the performance of the Interstate and Non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to evaluate freight movement on the Interstate System; and to analyze traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama’s infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama’s infrastructure system.

The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama’s multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

The targets were set utilizing the FHWA’s dataset source for travel time called National Performance Management Research Data Set (NPMRDS), Regional Planning Commission of Greater Birmingham’s Air Quality Conformity Data, and other resources.

Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep transit networks in a State of Good Repair (SGR). The benefits of the plan are: improved transparency and accountability, optimal capital investment and maintenance decisions, more data-driven decisions, and has potential safety benefits. This plan aligns with the transit targets under Transit Asset Management.

1.22 Complete Streets

IJA requires that each statewide and metropolitan planning process shall develop and implement policies that ensure streets are safe or people of all ages and abilities, balance the needs of different modes. Some municipalities within the MPA have adopted some version of a complete streets policy; the MPO will adopt the Complete Streets concept and incorporate needed improvements, as appropriate, in all proposed projects.

1.23 Conclusion

The MPO and the Alabama Department of Transportation will update the Transportation Improvement Program on an as-needed basis through the amendment process and will prepare and adopt a new four-year TIP in FY 2023 and cover fiscal years 2024 through 2027. Following the current ALDOT development schedule, the Shoals Area MPO would adopt the next TIP in August 2023.

2.0 Transportation Improvement Program (TIP) Project Listing

2.1 ALDOT MPO Web Portal Description

ALDOT MPO Web Portal is an internet based system used by the Alabama Department of Transportation and the Alabama MPOs to develop and manage the local TIPs and the State TIP (STIP). The ALDOT project management database (CPMS) is directly linked to the Alabama Web Portal that the MPOs use. When changes are made in the database by ALDOT, the MPOs have the option to add/or change local information for each project. Reports from the project management database are used in sections of the STIP and TIP.

2.2 Project Description

Appalachian Highway System Projects

The U.S. Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation (Appalachian Regional Commission website). This program was not continued under MAP-21. The category will remain in place until all program funds are expended.

Bridge Projects (State and Federal)

This program includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

Enhancement Projects

This category was eliminated in MAP-21, with many of the activities now being covered under the Transportation Alternatives (TAP) program. This program remains in place, however, because there is still funding available. The category will be deleted once funding is exhausted. Enhancement activities that are no longer included in the TAP program include (truncated):

- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements or historic sites
- Landscaping and scenic beautification
- Historic preservation and rehabilitation, including railroad and canal facilities (Some exceptions - see section 101(a)(29)(E))
- Archaeological planning and research (Under TAP, certain mitigation measures related to project impacts are covered).
- Establishment of Transportation museums

High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by the Transportation Equity Act for the 21st Century (TEA-21) and extended by SAFETEA-LU and MAP-21. Congressional Earmarks are legislative

actions providing funding for a specific purpose or project outside the normal funding allocation process. While High Priority funding continues under MAP-21, Congressional Earmark funding remains only because some projects under this category have not been completed.

National Highway Systems Projects

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the national economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). Under MAP-21, this category now includes Interstate Maintenance activities.

Other Federal and State Aid Projects

This is a miscellaneous category for projects that do not fit easily into other categories.

Other Surface Transportation Program Projects

Surface Transportation is a federal-aid highway program that funds a broad range of transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements.

Safety Improvement Program Projects

This program provides comprehensive funding to states for safety projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP). Projects funded under this program are required to be consistent with the SHSP and correct or improve a hazardous road location or feature or addresses a highway safety problem.

State Funded Projects

These are typically smaller projects or phases of larger projects for which there is no federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limit, a training program on non-reimbursable state grant, DBE training extended beyond federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

Surface Transportation Attributable Projects

This funding category is a subset of the Surface Transportation Program (STP). ALDOT distributes these funds to the MPOs based on a per capita formula. The MPOs have the authority to determine what projects are funded and the schedule. In most cases the local governments on the MPO provide the required matching funds. All of the eligibility rules for the STP program also apply to this category.

System Maintenance Projects

This funding category is used for roadway and bridge maintenance and is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a '99' code designation. Typical projects include shoulder repair, bridge painting, traffic signal upgrades, and roadway mowing.

Transit Projects

Transit projects are required for the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This type of project is typically for fixed-route or demand response services in the MPO Urbanized Area or Planning Area and the primary funding provider is the Federal Transit Administration (FTA) with supplemental match funding from local governments and agencies.

Transportation Alternatives Program (TAP) Projects

This program was authorized under MAP-21 (Section 1122) and replaces most of the project activities under the SAFETEA-LU Transportation Enhancement (TE) guidelines. The TAP program provides some flexibility in shifting funds to and from other programs, a feature not available under the TE program.

Eligible activities under TAP [23 USC 213 (b)] include (truncated):

1. Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclists, and other non-motorized forms of transportation
2. Construction, planning, and design of infrastructure-related projects (Safe Routes and Americans with Disabilities Act projects are included here)
3. Conversion and use of abandoned railroad corridors
4. Construction of turnouts, overlooks, and viewing areas
5. Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities
 - Vegetation management in rights-of-way
 - Archaeological activities relating to project impacts mitigation
6. Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address storm-water management and control, and water pollution prevention, and abatement related to highway runoff
 - Reducing wildlife mortality and maintain connectivity among habitats
7. Recreational trails program (23 USC 206)
8. Safe Routes to School program projects under 1404(f) of SAFETEA-LU
 - Infrastructure-related
 - Non-infrastructure-related
 - Safe Routes to School Coordinator
9. Planning, Design, or construction of boulevards and other roadways right-of-way (ROW) of former Interstate System routes or other divided highways

2.3 Web TELUS Report Format

5

Project Report Format (TELUS)

2.4.1 Surface Transportation Attributable Projects

Project Family ID	Project Number (FANB)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Priority	Conformity Year	Federal State Other	Estimated Total Cost
Sponsor : Auburn												
1972	100008577	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AV	0.69	RW	P	ADDITIONAL ROADWAY LANES	2016	2.0	1	2020	\$1,269,594	\$1,586,993
	9059 (002)										\$0	\$317,399
	100033351			UT	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$516,947	\$646,184
	STPOA - 9059 ()										\$0	\$129,237
	100008575	3-LN DONAHUE DR FR 300 FT N OF BRAGG AV TO BEDELL AVE	0.69	CN	P	ADDITIONAL ROADWAY LANES	2016	0.0	NA	NA	\$2,222,644	\$2,778,305
	STPOA - 9059 ()										\$0	\$661
24501	100043891	CR-12 (MOORE'S MILL ROAD) BRIDGE WIDENING @ OVERPASS I-85, WIDEN TO FIVE LANES	0.0	UT	P	BRIDGES AND APPROACHES	2014	4.0	4	2017	\$2,199	\$478,999
	STPOA - 9011 ()										\$0	\$95,800
24518	100043913	CORRIDOR STUDY RELOCATE SR-147 BY CONSTRUCTING A NEW ROAD FROM I-85 @ CR-25 (BEEHIVE RD) TO SR-38 (US-280) @ MP-101.37, & WIDENING PREVIOUS ROADWAY	13.0	PE	P	CORRIDOR STUDY	2016	0.0	NA	NA	\$227,730	\$284,663
	STPOA - 0147 (910)										\$0	\$56,933

- 1 – Sponsor, in this case, Auburn. Sponsor must be entered by MPO staff.
- 2 – ALDOT Project ID, a nine digit identifying number within CPMS (Comprehensive Project Management System).
- 3 – Funding code and Federal Aid program number, in this case STPOA – 9059.
- 4 – Route and Termini description (from – to).
- 5 – Project and funding type of the projects listed under this heading (Surface Transportation Attributable Projects).
- 6 – Scope or Phase of the project. RW indicates Right-of-Way Phase, CN is Construction, UT is Utility, and so forth.
- 7 – Project Status. 'P' indicates Planning, 'A' is Authorized.
- 8 – Type of work actually being performed, in this example Bridges and Approaches.
- 9 – Map ID, assigned to project maps and linked.
- 10 – Change in 2014: 10A: this field is for an assigned **Project Priority** number. 10B: the second field will be **the year in which conformity must be carried out**. 10B applies only to MPOs in Air Quality non-conformity or maintenance status.
- 11 – FY or Fiscal Year 2016 is the year work will be performed.
- 12 – Funding sources and the total project costs in Year of Expenditure (YOE).

2.4 Planned Project Listings

The following pages include the lists of TIP projects. The projects are divided by funding categories. The funding categories appear in the order they are published with the Web TELUS application.

- 2.4.1 Surface Transportation Attributable Projects
- 2.4.2 Other Surface Transportation Program Projects
- 2.4.3 National Highway System Projects
- 2.4.4 Appalachian Highway System Projects
- 2.4.5 Transportation Alternatives Projects
- 2.4.6 Bridge Projects (State and Federal)
- 2.4.7 State Funded Projects
- 2.4.8 Enhancement Projects
- 2.4.9 Transit Projects
- 2.4.10 System Maintenance Projects
- 2.4.11 Safety Projects
- 2.4.12 Other Federal and State Aid Projects
- 2.4.13 Congestion Mitigation and Air Quality Projects
- 2.4.14 High Priority and Congressional Earmarks Projects
- 2.4.15 Carbon Reduction Attributable Projects
- 2.4.16 Other Carbon Reduction Program Projects

All planned transportation projects are identified and mapped according to project name, project location, and funding category. Each transportation project has a Map ID number in the table that corresponds to the project location on the project location map located in the appendices.

In some cases, a blank list is included. This indicates that there are no projects in the Shoals Area that are funded from this particular category. The blank lists are added at the request of ALDOT in order to maintain consistency between the Alabama MPO's TIPs and the STIP.

2.4.1. Surface Trans STP attributable projects

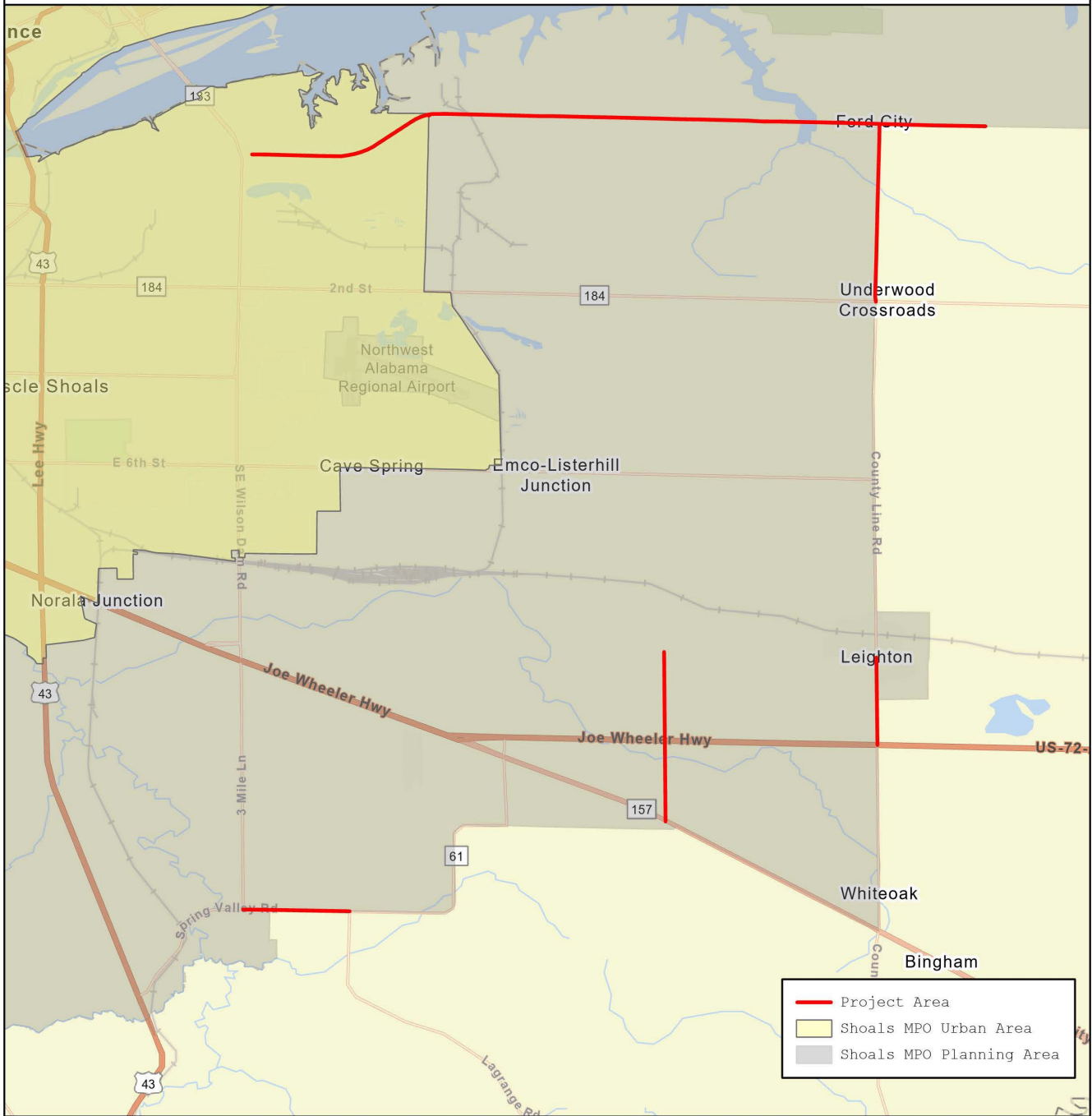
Sponsor: COLBERT COUNTY													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
10512	100065034 STPSU 1716 ()	IMPROVE RIVER RD FROM SR-133 TO FORD RD COUNTY LINE RD FROM SR-20 TO OLD SR-20 SOCKWELL LN FROM SR-157 TO SR-20SPRING VALLEY RD FROM THREE MILE LN TO LAGRANGE RD RIVER RD FROM FORD RD TO BRICK SCHOOL RD COUNTY LINE RD FROM SR-184 TO RIVER RD	0.00	CN	P	RESURFACING	2025	0.000		NA	\$2,012,732 \$0 \$503,183	\$2,515,915	
Totals By Sponsor											Federal	\$2,012,732	ALL Funds \$2,515,915
Sponsor: FLORENCE													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
39127	100063589 STPSU 3915 (250)	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO SR-17(HELTON DR) INCLUDING TENNESSEE-SOUTHERN RAILROAD CROSSING	0.00	UT	P	ADDITIONAL ROADWAY LANES	2024	1.020		NA	\$376,000 \$0 \$0	\$376,000	
39127	100063590 STPSU 3915 (250)	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO SR-17(HELTON DR) INCLUDING TENNESSEE-SOUTHERN RAILROAD CROSSING	0.00	CN	P	ADDITIONAL ROADWAY LANES	2024	1.020		NA	\$2,159,767 \$0 \$539,942	\$2,699,708	
Totals By Sponsor											Federal	\$2,535,767	ALL Funds \$3,075,708
Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
10512	100072526 STPSU 1720 (252)	RESURFACING ON CR-40 (RIVER ROAD) FROM BRICK SCHOOL ROAD TO FOSTER MILL ROAD AND ALONG CR-40 (FOSTER MILL ROAD) TO THE LAWRENCE CO LINE (SITE 1); RESURFACING ON LIME KILN ROAD FROM RIVER ROAD TO LIME KILN HOLLOW DRIVE (SITE 2)	7.25	CN	P	RESURFACING	2024	0.000		NA	\$1,153,937 \$0 \$288,484	\$1,442,421	
40289	100065037 STPSU 1716 ()	REPLACE BRIDGE BIN 002231 OVER THROCKMORTON BRANCH ON FRANKFORT ROAD	0.00	PE	P	BRIDGE REPLACEMENT	2025	0.000		NA	\$65,621 \$0 \$16,405	\$82,026	
40289	100065038 STPSU 1716 ()	REPLACE BRIDGE BIN 002231 OVER THROCKMORTON BRANCH ON FRANKFORT ROAD	0.00	CN	P	BRIDGE REPLACEMENT	2025	0.000		NA	\$393,727 \$0 \$98,432	\$492,158	
40282	100065026 STPSU 1716 ()	IMPROVEMENTS TO MONTGOMERY AVENUE FROM 6TH STREET TO 12TH STREET AND 12TH STREET FROM MONTGOMERY AVENUE TO DOVER AVENUE	0.00	PE	P	RESURFACING	2026	0.000		NA	\$22,092 \$0 \$5,523	\$27,616	

1. Surface Trans STP attributable projects

40282	100065027 STPSU 1716 ()	IMPROVEMENTS TO MONTGOMERY AVENUE FROM 6TH STREET TO 12TH STREET AND 12TH STREET FROM MONTGOMERY AVENUE TO DOVER AVENUE	0.00	CN	P	RESURFACING	2026	0.000	NA	\$273,946 \$0 \$68,487	\$342,433
40292	100065045 STPSU 3916 ()	WEST COLLEGE STREET FROM INTERSECTION WITH WEST MOBILE STREET TO SR-20 SAVANNAH HIGHWAY WITH BRIDGE AND APPROACHES OVER CYPRESS CREEK	0.00	PE	P	BRIDGES AND APPROACHES	2026	0.000	NA	\$505,784 \$0 \$126,446	\$632,230
49603	100076763 STPSU 1723 ()	CONSTRUCTION OF RAILROAD OVERPASS OVER NORFOLK SOUTHERN IN SHEFFIELD	0.50	CN	P	BRIDGES AND APPROACHES	2026	0.000	NA	\$23,439,760 \$0 \$5,859,940	\$29,299,700
Totals By Sponsor						Federal				\$25,854,868	ALL Funds \$32,318,585

IMPROVE RIVER RD FROM SR-133 TO FORD RD COUNTY LINE RD FROM SR-20 TO OLD SR-20 SOCKWELL LN FROM SR-157 TO SR-20 SPRING VALLEY RD FROM THREE MILE LN TO LAGRANGE RD RIVER RD FROM FORD RD TO BRICK SCHOOL RD COUNTY LINE RD FROM SR-184 TO RIVER RD

Map ID: 0.000
 Project Number: 100065034



WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD
FROM CHISHOLM RD TO SR-17 (HELTON DR) INCLUDING
TENNESSEE-SOUTHERN RAILROAD CROSSING

Map ID: 1.020

Project Number: 100063589-100063590



0 2,000 4,000 8,000 Feet



RESURFACING ON CR-40 (RIVER ROAD) FROM BRICK SCHOOL ROAD TO FOSTER MILL ROAD AND ALONG CR-40 (FOSTER MILL ROAD) TO THE LAWRENCE CO LINE (SITE 1); RESURFACING ON LIME KILN ROAD FROM RIVER ROAD TO LIME KILN HOLLOW DRIVE (SITE 2)

Map ID: 0.000
Project Number: 100072526



REPLACE BRIDGE BIN 002231 OVER THROCKMORTON BRANCH ON FRANKFORT ROAD

Map ID: 0.000
Project Number: 100065037-100065038



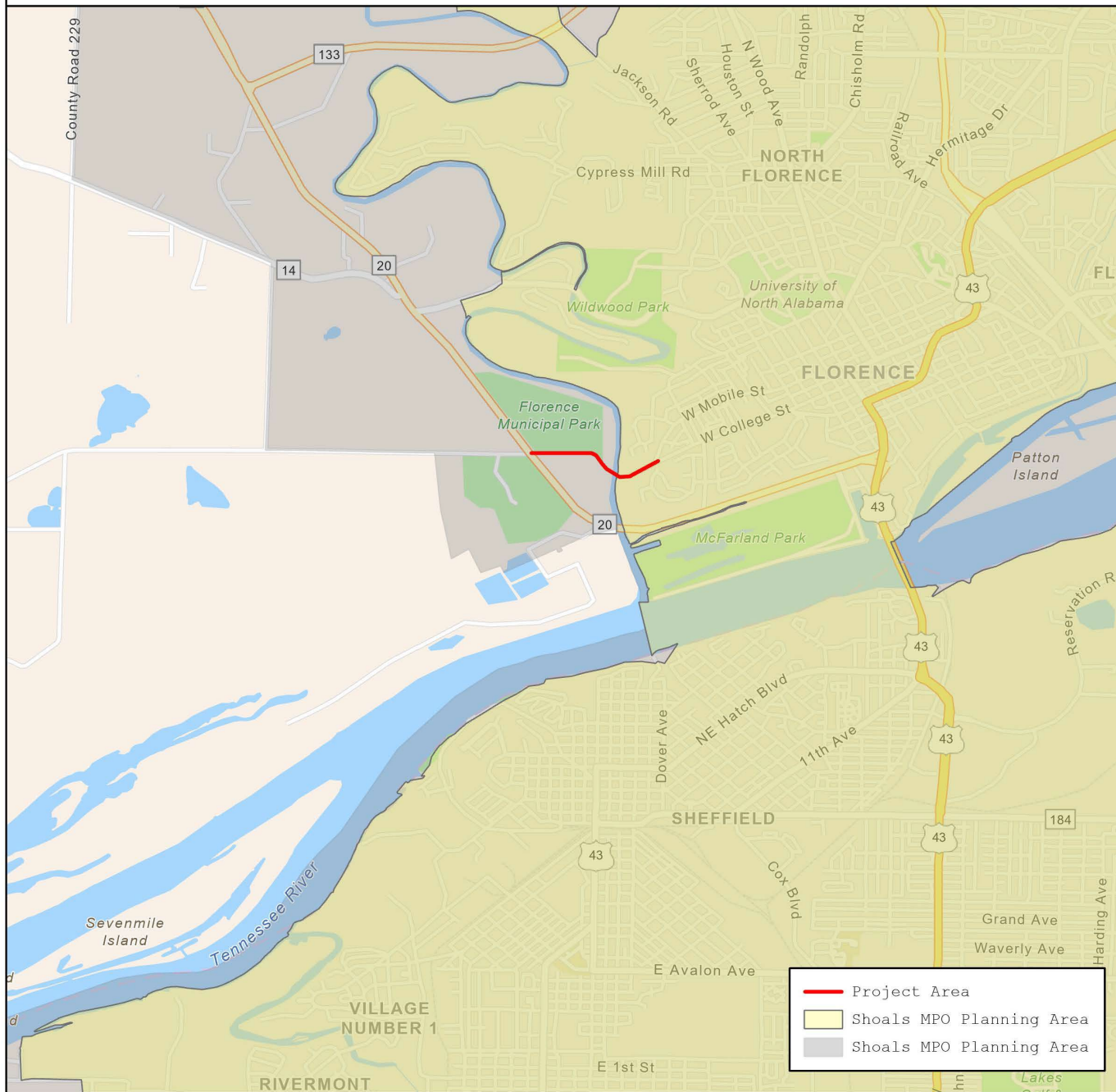
IMPROVEMENTS TO MONTGOMERY AVENUE FROM 6TH STREET TO 12TH STREET AND 12TH STREET FROM MONTGOMERY AVENUE TO DOVER AVENUE

Map ID: 0.000
Project Number: 100065026-100065027



WEST COLLEGE STREET FROM INTERSECTION WITH WEST MOBILE STREET TO SR-20 SAVANNAH HIGHWAY WITH BRIDGE AND APPROACHES OVER CYPRESS CREEK

Map ID: 0.000
Project Number: 100065045



0 0.5 1 2 Miles



CONSTRUCTION OF RAILROAD OVERPASS OVER NORFOLK SOUTHERN IN SHEFFIELD

Map ID: 0.000
Project Number: 100076763



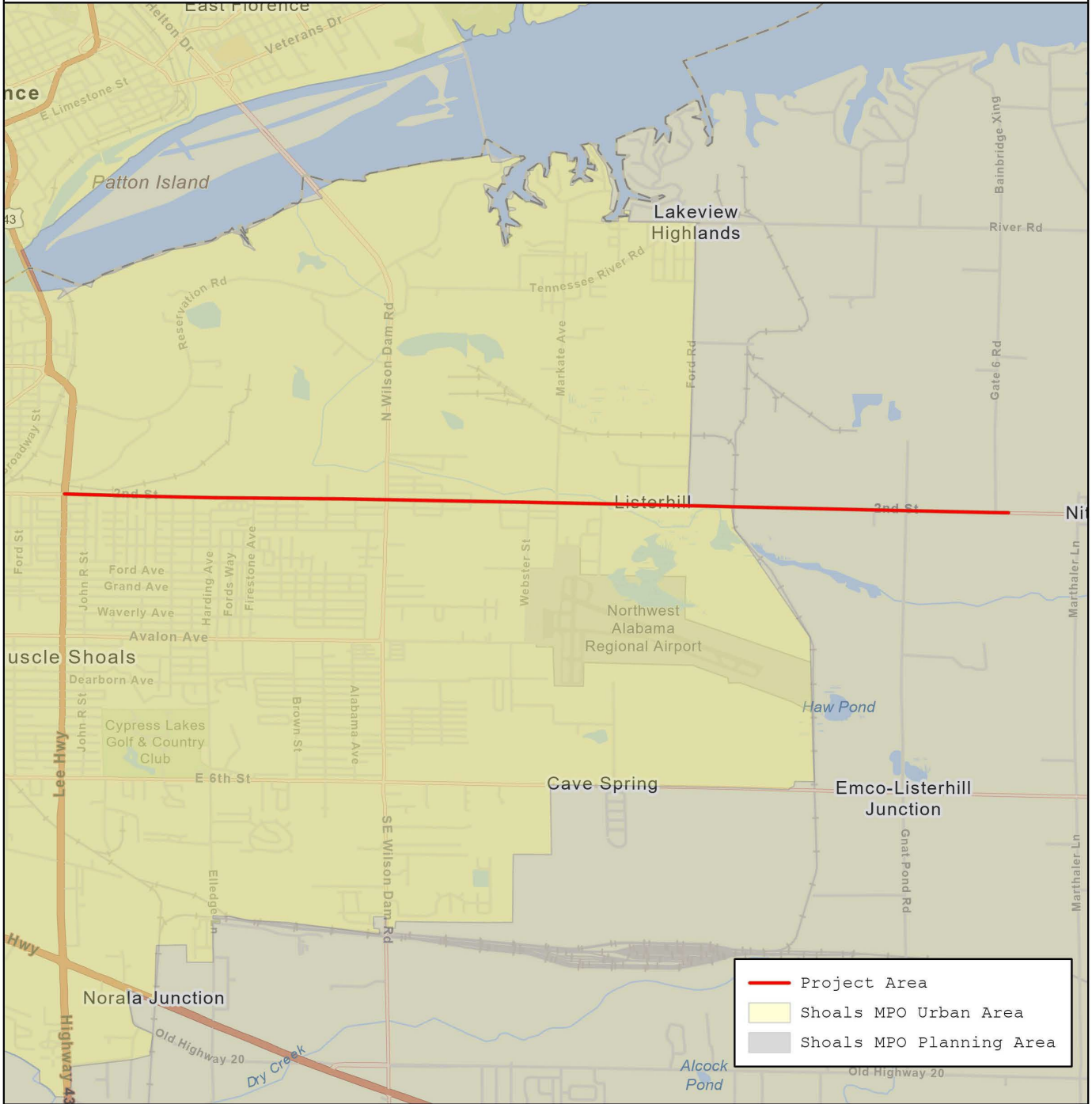
2.4.2 Other Surface Transportation Program Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
43012	100072151 STPAA 0184 (502)	RESURFACING ON SR-184 FROM WOODWARD AVENUE (US-43 / US-72) TO 0.16 MILE EAST OF CR-61	5.44	FM	P	PREVENTATIVE MAINTENANCE LEVEL 2	2024	0.000		NA	\$2,532,300 \$633,075 \$0	\$3,165,375
Totals By Sponsor						Federal		\$2,532,300			ALL Funds	\$3,165,375

RESURFACING ON SR-184 FROM WOODWARD AVENUE (US-43 / US-72) TO 0.16 MILE EAST OF CR-61

Map: 0.000

Project Number: 100072151



0 0.5 1 2 Miles



2.4.3. NHS / Interstate Maintenance / NHS Bridge Projects

Sponsor: ALDOT												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
873	100002587 BR 0002 (579)	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.26	CN	P	BRIDGES AND APPROACHES	2024	3.010		NA	\$4,929,331 \$1,232,333 \$0	\$6,161,664
873	100038052 BR 0002 (579)	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.26	RW	P	BRIDGES AND APPROACHES	2024	3.010		NA	\$20,200 \$5,050 \$0	\$25,250
873	100038505 BR 0002 (579)	BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20	0.26	UT	P	BRIDGES AND APPROACHES	2024	3.010		NA	\$1,819,953 \$454,988 \$0	\$2,274,941
Totals By Sponsor						Federal		\$6,769,485			ALL Funds	\$8,461,856

BRIDGE REPLACEMENT (BIN 001709) ON SR-2 (US-72) OVER SR-20

Map ID: 3.010

Project Number: 100002587 100038052 100038505



0 0.5 1 2 Miles



2.4.4 Appalachian Highway System Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.5. Transportation Alternatives

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49055	100075847 TAPSU TA23 (907)	SIDEWALK ALONG CR-63 (LOCK SIX ROAD) IN THE TOWN OF KILLEN	0.00	CN	P	SIDEWALK	2024	0.000		NA	\$308,370 \$0 \$77,093	\$385,463
49070	100075848 TAPNU TA23 (908)	DOWNTOWN STREETScape IMPROVEMENTS ALONG MAIN STREET IN THE TOWN OF LEIGHTON	0.00	CN	P	STREETScape	2024	0.000		NA	\$728,000 \$0 \$182,000	\$910,000
Totals By Sponsor						Federal		\$1,036,370			ALL Funds	\$1,295,463

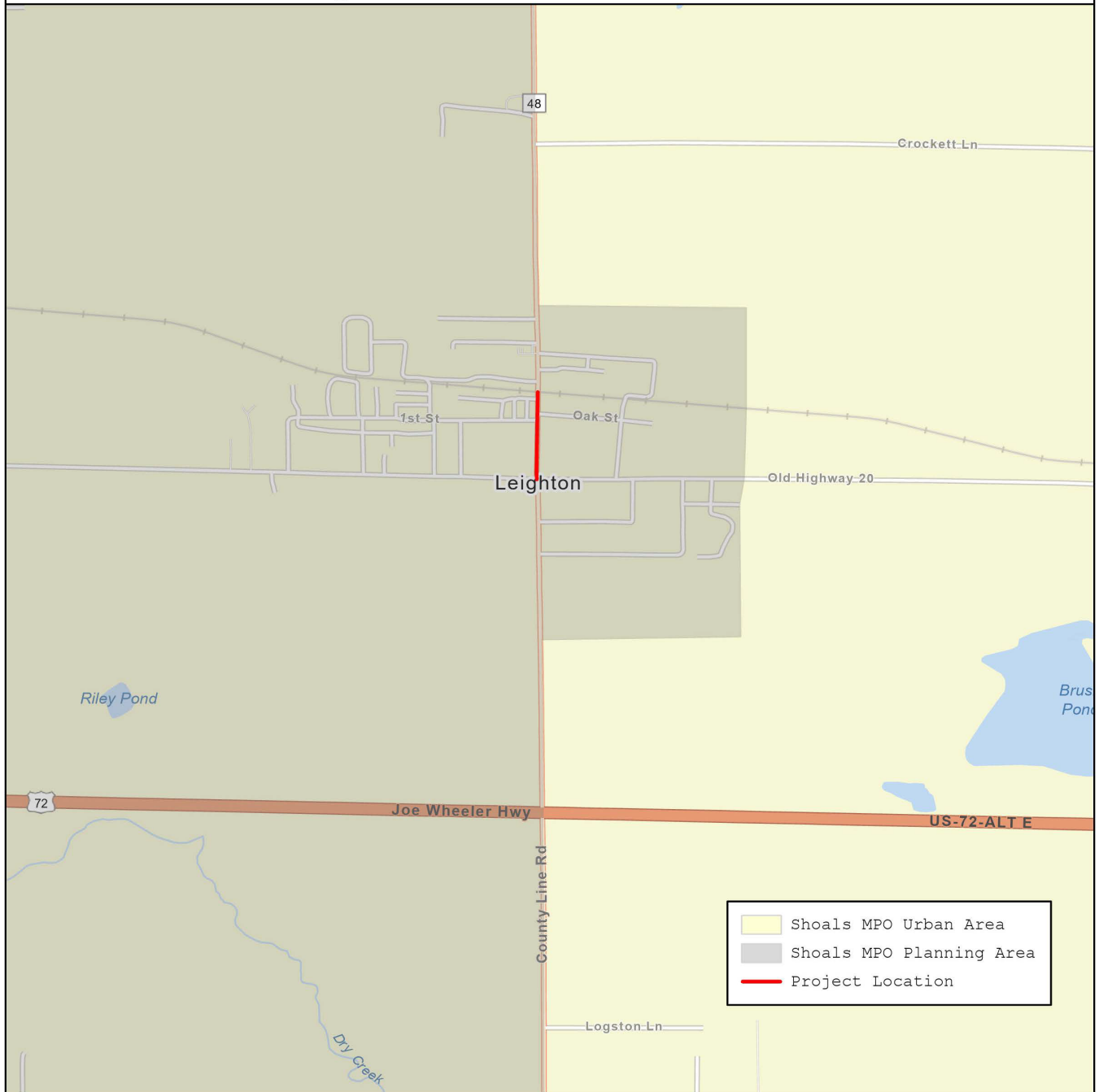
SIDEWALK ALONG CR-63 (LOCK SIX ROAD) IN THE TOWN OF KILLEN

Map ID: 0.000
Project Number: 100075847



DOWNTOWN STREETSCAPE IMPROVEMENTS ALONG MAIN STREET IN THE TOWN OF LEIGHTON

Map ID: 0.000
Project Number: 100075848



0 1,000 2,000 4,000 Feet



2.4.6 Bridge Projects (State and Federal)

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.7 State Funded Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.8 Enhancement Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.4.9 Transit Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.10 System Maintenance Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

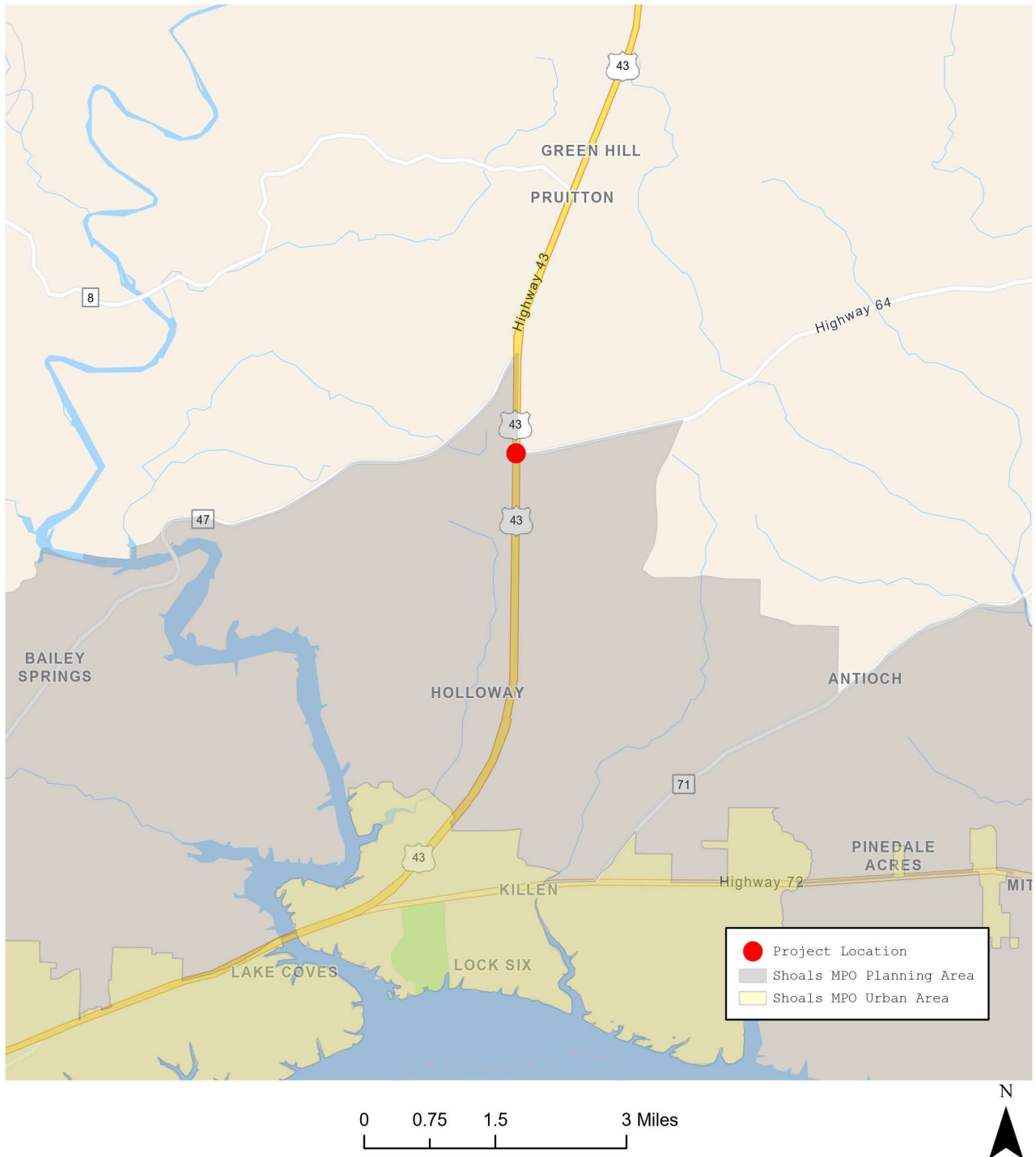
No Records Found

2.4.11. Safety Projects

Sponsor: TBD												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
49598	100076752 HSIP 0013 ()	REDUCED CONFLICT INTERSECTION (U-TURN) MODIFICATIONS AT SR-13 (US-43) AND SR-64	0.50	CN	P	SAFETY IMPROVEMENTS	2024	0.000		NA	\$1,009,145 \$112,127 \$0	\$1,121,273
Totals By Sponsor						Federal		\$1,009,145			ALL Funds	\$1,121,273

REDUCED CONFLICT INTERSECTION (UTURN) MODIFICATIONS AT SR-13 (US-43) AND SR-64

Map ID: 0.000
Project Number: 100076752

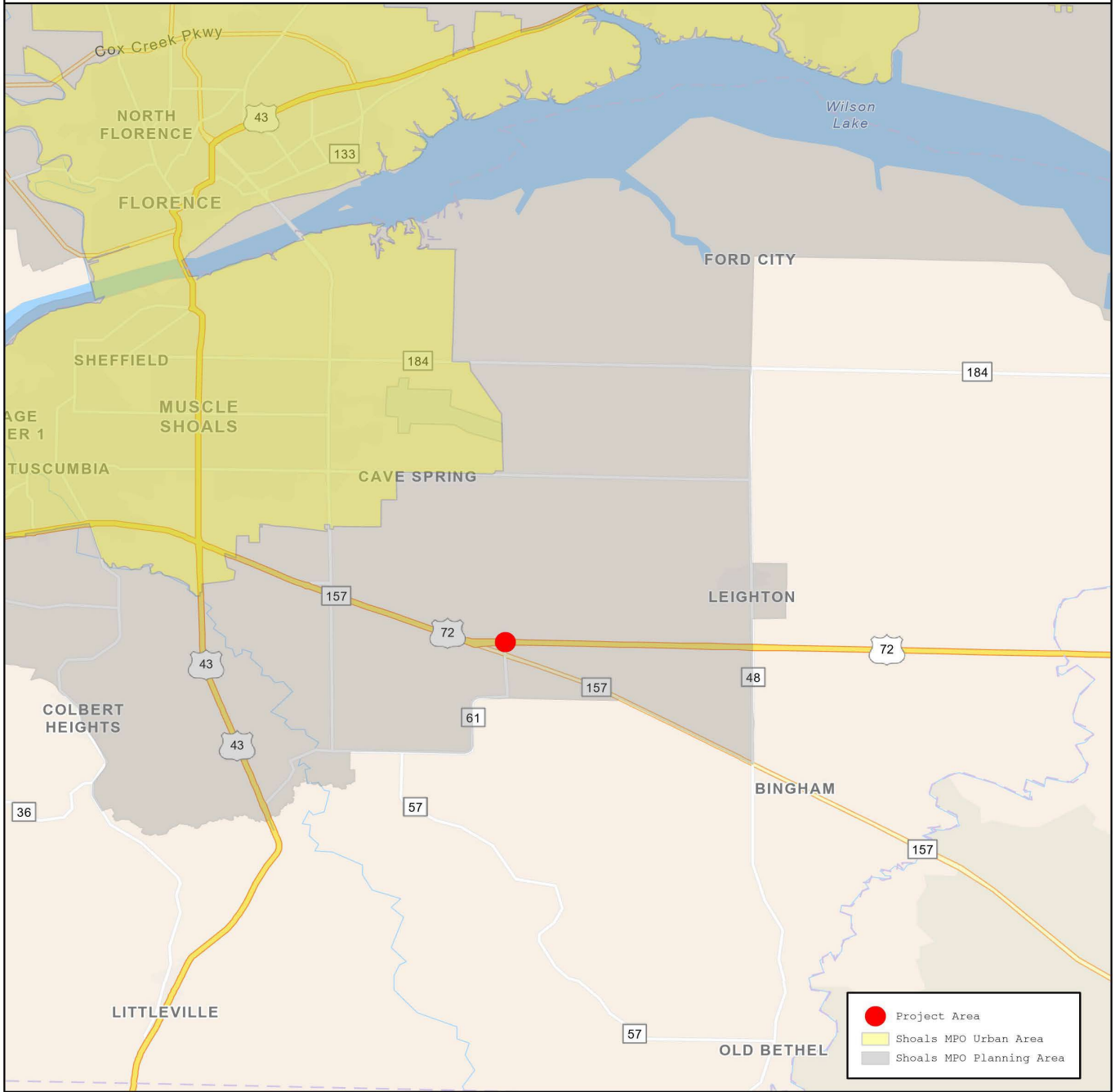


2.4.12. Other Federal and State Aid Projects

Sponsor: TBD													
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost	
47761	100074998 ATRP2-39-2022-039 ()	INTERSECTION IMPROVEMENTS INCLUDING SIGNAL UPGRADES ON CR-61 AT SR-2 (US-72)	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000		NA	\$0 \$1,401,731 \$0	\$1,401,731	
47751	100075001 ATRP2-17-2022-360 ()	WIDENING AND RESURFACING TO ADD A CENTER TURN LANE ON SR-184 (SECOND STREET) FROM GLENDALE AVENUE TO SHEFFIELD AVENUE	0.00	CN	P	TURN LANES	2024	0.000		NA	\$0 \$1,534,338 \$0	\$1,534,338	
49132	100076581 ATRP2-39-2023-212 ()	INTERSECTION IMPROVEMENTS AT SR-17 AND KENDALL DRIVE / STATOM ROAD INCLUDING LEFT TURN LANES AND TRAFFIC SIGNAL UPGRADES	0.00	CN	P	INTERSECTION IMPROVEMENTS	2024	0.000		NA	\$0 \$1,668,202 \$0	\$1,668,202	
49603	100076762 RAISE 1723 ()	CONSTRUCTION OF RAILROAD OVERPASS OVER NORFOLK SOUTHERN IN SHEFFIELD	0.50	RW	P	BRIDGES AND APPROACHES	2025	0.000		NA	\$500,000 \$0 \$0	\$500,000	
Totals By Sponsor						Federal		\$500,000			ALL Funds	\$5,104,270	

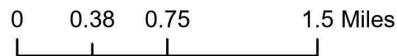
INTERSECTION IMPROVEMENTS INCLUDING SIGNAL UPGRADES ON CR-61 AT SR-2 (US-72)

Map ID 0.000
Project Number: 100074998



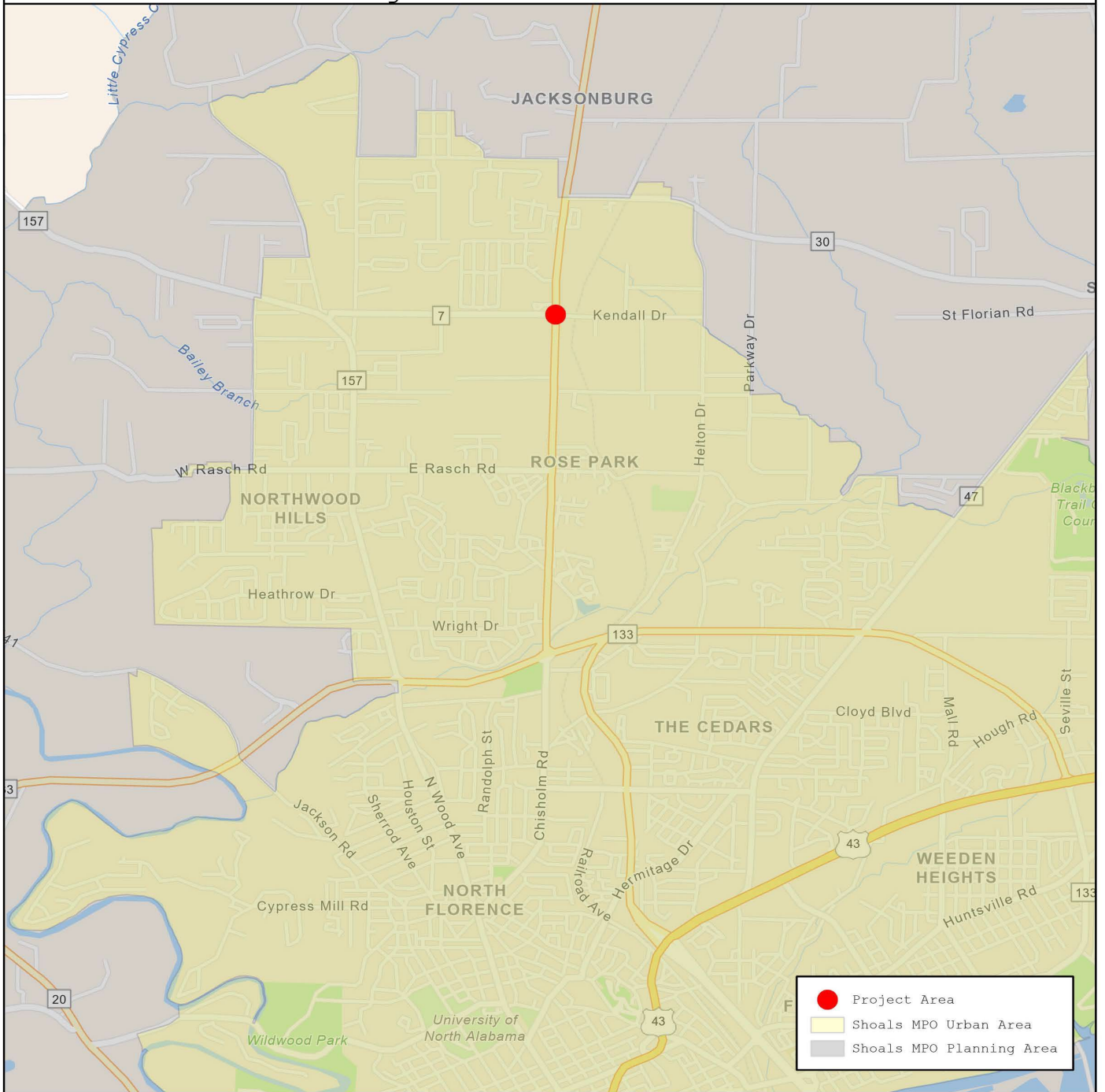
WIDENING AND RESURFACING TO ADD A CENTER TURN LANE ON
SR-184 (SECOND STREET) FROM GLENDALE AVENUE TO SHEFFIELD
AVENUE

Map ID: 0.000
Project Number: 100075001



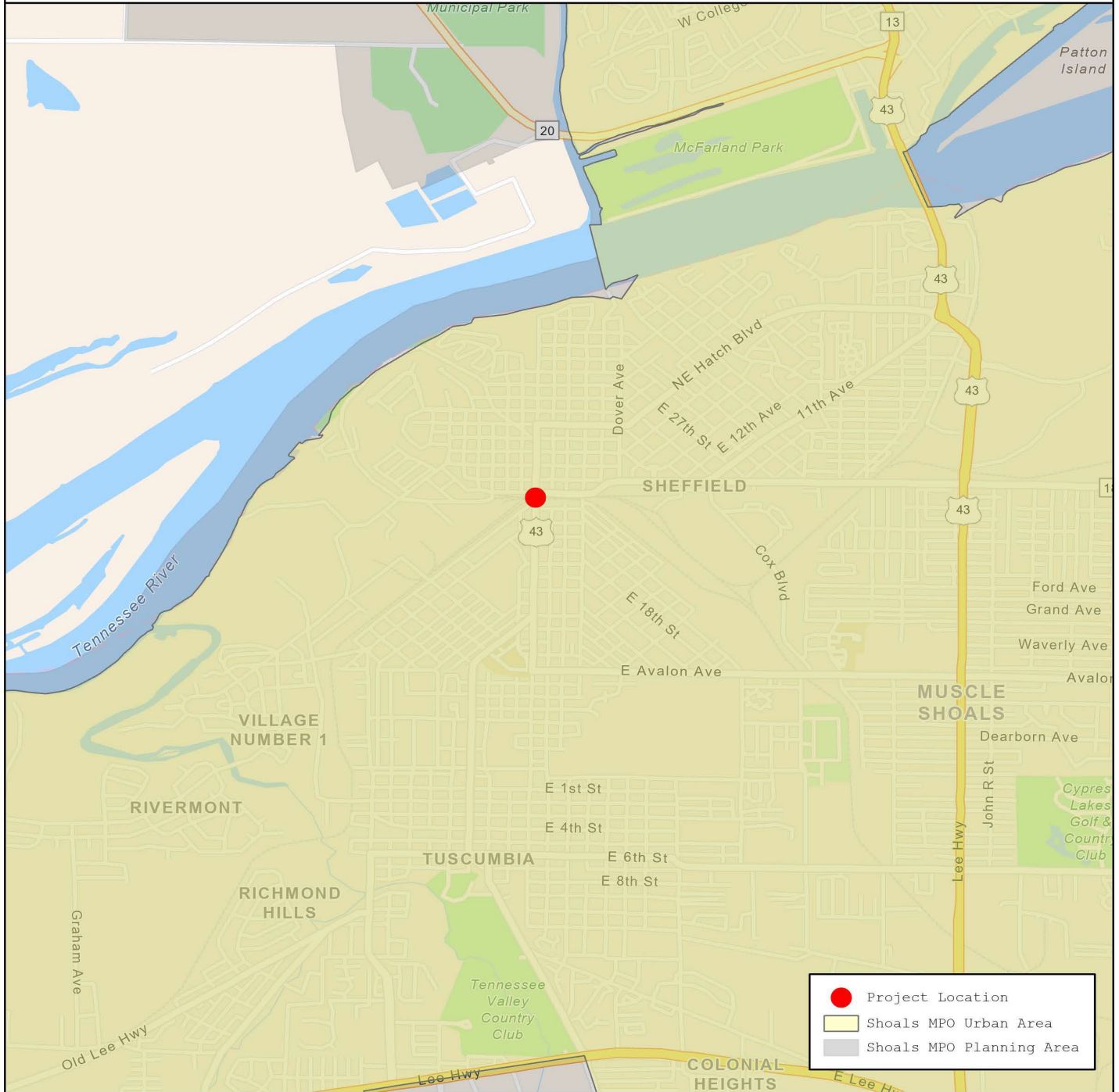
INTERSECTION IMPROVEMENTS AT SR-17 AND KENDALL DRIVE /
STATOM ROAD INCLUDING LEFT TURN LANES AND TRAFFIC SIGNAL
UPGRADES

Map ID 0.000
Project Number 100076581



CONSTRUCTION OF RAILROAD OVERPASS OVER NORFOLK SOUTHERN IN SHEFFIELD

Map ID: 0.000
Project Number: 100076763



2.4.13 Congestion Mitigation and Air Quality Projects

Sponsor:

Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost
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No Records Found

2.4.14 High Priority and Congressional Earmark Projects

Sponsor:												
Project Family ID	Project Number (FANBR)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Conform Year	Federal State Other	Estimated Total Cost

No Records Found

2.5 Authorized Projects for FY 2023

The following pages include the list of Authorized TIP Projects for Fiscal Year 2019. The projects appear are divided by the sponsoring agency in the order in which they are published in the Web TELUS application. An asterisk (*) is placed next to projects in the Authorized Projects section that contained sidewalks, bike paths or lanes, multi-use paths, or expanded shoulders.

- 2.5.1 Surface Transportation Attributable Projects
- 2.5.2 Other Surface Transportation Program Projects
- 2.5.3 National Highway System Projects
- 2.5.4 Appalachian Highway System Projects
- 2.5.5 Transportation Alternatives Projects
- 2.5.6 Bridge Projects (State and Federal)
- 2.5.7 State Funded Project
- 2.5.8 Enhancement Projects
- 2.5.9 Transit Projects
- 2.5.10 System Maintenance Projects
- 2.5.11 Safety Projects
- 2.5.12 Other Federal and State Aid Projects
- 2.5.13 Congestion Mitigation and Air Quality Projects
- 2.5.14 High Priority and Congressional Earmark Projects

Annual Listing of Obligated Projects

Sponsor: TBD											
Program	Table No.	FA Nbr.	Project Number	Scope	Length (miles)	Start Date	Type of Work	% Engineer Estimate	Fed. Obligated	Fed. Expenditure	Balance
NH	3	RP-NH 0133 (511)	100068242	FM	2.028	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,261,539	\$1,458,007	\$912	\$1,457,094
Project Description: RESURFACING ON SR-133 FROM AVALON AVENUE TO 0.66 MILE SOUTH OF RESERVATION ROAD											
RP80	12	RP-NH 0133 (511)	100068242	FM	2.028	12/02/2022	PREVENTATIVE MAINTENANCE LEVEL 2	\$2,261,539	\$406,299	\$0	\$406,299
Project Description: RESURFACING ON SR-133 FROM AVALON AVENUE TO 0.66 MILE SOUTH OF RESERVATION ROAD											
RAA2	12	ATRP2-39-2022-039 ()	100074997	RW	0.000	07/01/2023	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: INTERSECTION IMPROVEMENTS INCLUDING SIGNAL UPGRADES ON CR-61 AT SR-2 (US-72)											
TA	5	TAPSU TA23 (907)	100076076	PE	0.000	06/01/2023	SIDEWALK	\$36,000	\$36,000	\$0	\$36,000
Project Description: SIDEWALK ALONG CR-63 (LOCK SIX ROAD) IN THE TOWN OF KILLEN											
TA	5	TAPNU TA23 (908)	100076102	PE	0.000	07/01/2023	STREETSCAPE	\$72,000	\$72,000	\$0	\$72,000
Project Description: DOWNTOWN STREETSCAPE IMPROVEMENTS ALONG MAIN STREET IN THE TOWN OF LEIGHTON											
RAA2	12	ATRP2-39-2023-212 ()	100076171	PE	0.000	04/01/2023	INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0
Project Description: INTERSECTION IMPROVEMENTS AT SR-17 AND KENDALL DRIVE / STATOM ROAD INCLUDING LEFT TURN LANES AND TRAFFIC SIGNAL UPGRADES											
UMTAC	9	UMTAC TR23 ()	100076695	TR	0.000	04/01/2023	UNCLASSIFIED	\$254,172	\$254,172	\$0	\$254,172
Project Description: SECTION 5310 TRANSIT THE ARC OF THE SHOALS (RURAL) CAPITAL ROLLING STOCK (5 MINI VANS) - FY23											
SAF	11	HSIP 0013 (636)	100076751	PE	0.500	06/01/2023	SAFETY IMPROVEMENTS	\$54,000	\$54,000	\$15,540	\$38,460
Project Description: REDUCED CONFLICT INTERSECTION (U-TURN) MODIFICATIONS AT SR-13 (US-43) AND SR-64											

3.0 Appendices

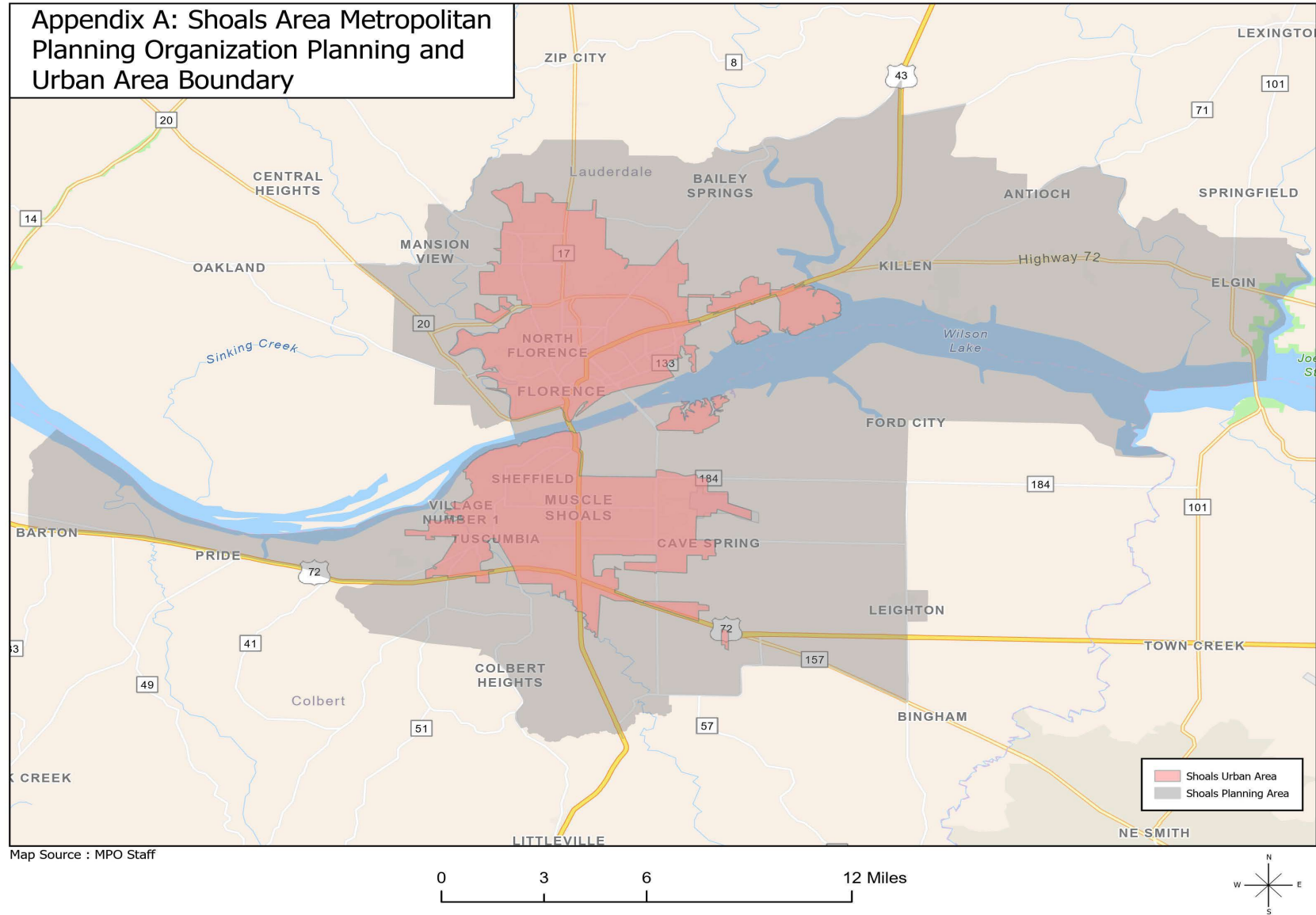
3.1 Abbreviations and Acronyms

ACAP – Advance Construction Appalachian Development (funding code)
ACBR – Advance Construction Bridge (funding code)
ACFP – Advanced Construction Primary Program
ACNH – Advance Construction National Highway System
ADA – Americans with Disabilities Act
ADECA – Alabama Department of Economic and Community Affairs
ADHS – Appalachian Development Highway System
AHPP – Advanced Construction High Priority Corridor (funding code)
ALDOT – Alabama Department of Transportation
APDV – Appalachian Development (funding code)
BELT – Safety Incentive Seat Belt Apportionment (funding code)
BIN – Bridge Identification Number
BPP – Bicycle and Pedestrian Plan
BR – Bridge funding program
BRDF – Bridge Replacement Discretionary Fund (funding code)
BRPL – Bridge Replacement (funding code)
CAA – Clean Air Act
CAC – Citizens Advisory Committee
CBD – Central Business District
CESR – Rural Secondary (funding code)
CFR – Code of Federal Regulations
CMAQ – Congestion Mitigation Air Quality
CN – Construction
CPMS – Comprehensive Project Management System
CX54J – APD Corridor X 2003 (funding code)
DBE – Disadvantaged Business Enterprise
DHP8 – Surface Transportation Innovative Projects (funding code)
DOT – Department of Transportation
EPA – Environmental Protection Agency
FAST – Fixing America’s Surface Transportation
FCC – Fiscal Constraint Chart
FHWA – Federal Highway Administration
FM – Federal-Aid Resurfacing Program
FP – Freight Plan
FTA – Federal Transit Administration
FTA19 – Federal Transit Administration Section 5307 for FY2009 (funding code)
FTA3C – Capital New Starts/Fed Earmark (funding code)
FTA9 – Federal Transit Administration Section 5307 (funding code)
FTA9C – Federal Transit Administration Section 5307 – Capital Programs for Greater than 50,000 populations
FY – Fiscal Year
GHG – Green House Gas
GIS – Geographic Information System
HESS – Hazard Elimination Program (funding code)

HPP – High Priority Project
HPPP – High Priority Project Program
HSIP – Highway Safety Improvement Program
IAC – Interagency Air Quality Consultation Group
IM – Interstate Maintenance (funding code)
IMNT – Interstate Maintenance (funding code)
IREG – Interstate Regular (funding code)
JARC – Job Access and Reverse Commute (funding code)
LED – Light Emitting Diode
LEP – Limited English Proficiency
LRTP – Long-Range Transportation Plan
LVOE – Level of Effort Projects
MAIN – Maintenance Projects (funding code)
MAP-21 – Moving Ahead for Progress in the 21st Century
MOU – Memorandum of Understanding
MP – Mile Post
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
NAAQS – National Ambient Air Quality Standards
NARCOG- North central Alabama Regional Council of Governments
NH – National Highway System (funding code)
NHF – National Highway Funds
NHPP – National Highway Performance Program
NHS – National Highway System
NHSP – National Highway System Project
NO_x – Oxides of Nitrogen
NPMRDS – National Performance Management Research Data Set
PBPP – Performance-Based Program and Planning
PE – Preliminary Engineering
PEA – Planning Emphasis Area
PHED – Peak Hours Excessive Delay
PLN8 – Surface Transportation Metropolitan Planning (funding code)
PM1 – Safety Performance Measures
PM2 – Bridge/Pavement Performance Measures
PM2.5 – Atmospheric Particulate Matter with Diameter Less Than 2.5 Micrometers
PM3 – Safety Performance Measures
PPP – Public Participation Plan
RPO – Rural Planning Organization
RPTO – Federal Transit Administration Section 5311 (funding code)
RPTOC – Capital Programs for Non-Urban (funding code)
RRX – Railroad Crossing
RW – Right-of-Way
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP – Scope or Phase of the Project
SGR – State of Good Repair

SHSP – Statewide Highway Safety Plan
SIP – Statewide Implementation Plan
SOV – Single Occupancy Vehicle
SPAR – State Planning and Research (funding code)
SR – State Route
STAT – State Program (funding code)
STATC – State Program-Contract Construction (funding code)
STATS – State Program-Special Aid (funding code)
STIP – State Transportation Improvement Program
STPAA – Surface Transportation Program Any Area (funding code)
STPHV – Surface Transportation Urban Area funding for Huntsville, AL
STPOA – Surface Transportation Program Other Area (funding code)
STPDE – Surface Transportation Urban Area Funding for Decatur, AL
STPOA – Surface Transportation-Other Area
STPSA – Any Hazard (funding code)
STRP – State Revenue Sharing (funding code)
STS – Project Status
TAM – Transit Asset Management
TAMP – Transit Asset Management Plan
TAP – Transportation Alternatives Program
TARCOG – Top of Alabama Regional Council of Governments
TCC – Technical Coordinating Committee
TCSPE – Transportation Communications System Earmarked Grant (funding code)
TD – Transportation Disadvantaged
TDP – Transit Development Plan
TEA-21 – Transportation Equity Act for the 21st Century
TERM – Transit Economic Requirements Model
TIP – Transportation Improvement Program
TMA – Transportation Management Area
TR – Transit
TTTR – Truck Travel Time Reliability
UABC – Urban Extension (funding code)
ULB – Useful Life Benchmark
UPWP – Unified Planning Work Program
USC – United States Code
USDOT – United States Department of Transportation
UT – Utilities
VOC – Volatile Organic Compound
YOE – Year of Expenditure

3.2 Planning Area Map



3.3 MPO Organization

MPO Policy Board

Voting Members

Chairman Andy Betterton, Mayor City of Florence
Vice-Chairman Tommy Barnes, Colbert County Commission
Honorable Steve Stanley, Mayor, City of Sheffield
Honorable Mike Lockhart, Mayor, City of Muscle Shoals
Honorable Joe Hackworth, Commissioner, Lauderdale County Commission
Honorable Tim Tubbs, Mayor, Town of Killen
Honorable William Foster, City of Tuscumbia
Mr. Curtis W. Vincent, North Region Engineer, Alabama Department of Transportation
Mr. Keith Jones, Executive Director, Northwest Alabama Council of Local Governments

Non – Voting Members

Honorable Matthew Connolly, Mayor, Town of St. Florian
Honorable Derrick Silcox, Mayor, Town of Leighton
Mr. Mark D. Bartlett – Division Administrator, Federal Highway Administration
Mr. D.E. Phillips, Jr. – State Local Transportation Engineer, Alabama Department of Transportation

MPO Technical Coordinating Committee

Chairman Mrs. Melissa Bailey, City of Florence
Mr. Eric Hill, Lauderdale County Engineer
Mr. Jeremy Robison, Colbert County Engineer
Mr. David Abernathy, Assistant Lauderdale County Engineer
Mr. Rod Ellis, North Region, Alabama Department of Transportation
Mr. Jud Young, Tuscumbia Area, Alabama Department of Transportation
Mr. John A. McGee, Town of Killen
Mr. Bryan Hammond, Town of Killen
Mr. Michael Davis, City of Sheffield
Mr. Bill Batson, City of Florence
Mr. Brad Williams, City of Muscle Shoals
Mr. Fred Mason, City of Sheffield
Mr. Katie Logan, City of Tuscumbia
Mr. Jeff McDonald, City of Tuscumbia
Mr. Tony Burns, City of Muscle Shoals
Mr. Hal Greer, Director, Florence/Lauderdale Port Authority

Non – Voting Members

Mr. Mark Chamblee, Town of Leighton
Mr. James Kasmeier, Town of St. Florian

Mr. Tom Thornton, Town of St. Florian
Mr. Barry Griffith, Director, Northwest Alabama Regional Airport
Mrs. Caitlin Holland, Shoals Area Chamber of Commerce
Mrs. Susan Gregory, Norfolk Southern
Mr. Eddie Russell, Director, North Alabama Highway Safety Office
Mr. Michael Hora, Assistant State Local Transportation Engineer, Alabama Department of Transportation
Mr. Clint Andrews, Federal Highway Administration
Ms. Roxanne Ledesma, Federal Transit Administration

MPO Staff

Mr. Joseph E. Holt, Director of Planning and Transportation, Shoals Area MPO
Mr. Ryan Hayse, Transportation Planning Director, Shoals Area MPO
Mr. Rashad Thompson, Transportation Planner, Shoals Area MPO

3.4 ALDOT Spreadsheet for ALL TIP Fiscal Years 2024 through 2027 – Financial Plan

FORTHCOMING

3.5 Urban Area Funding Availability Report

100063589	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO SR-17(HELTON DR) INCLUDING TENNESSEE-SOUTHERN RAILROAD CROSSING	UT	\$376,000	10/01/2023	Planned	
100063590	WIDENING AND PEDESTRIAN FACILITIES ON RICKWOOD RD FROM CHISHOLM RD TO SR-17(HELTON DR) INCLUDING TENNESSEE-SOUTHERN RAILROAD CROSSING	CN	\$2,159,767	11/03/2023	Planned	
100072526	RESURFACING ON CR-40 (RIVER ROAD) FROM BRICK SCHOOL ROAD TO FOSTER MILL ROAD AND ALONG CR-40 (FOSTER MILL ROAD) TO THE LAWRENCE CO LINE (SITE 1); RESURFACING ON LIME KILN ROAD FROM RIVER ROAD TO LIME KILN HOLLOW DRIVE (SITE 2)	CN	\$1,153,937	02/23/2024	Planned	
TOTALS FOR FISCAL YEAR 2024						
Prior FY Carryover	\$174,004	Authorized Projects	\$0	Unobligated Balance	\$2,366,087	
FY Apportionment	\$2,192,083	Planned Projects	\$3,689,704	Remaining Balance	(\$1,323,617)	
FY Special Allocation	\$0	Total Project Funds	\$3,689,704			
Total Funds	\$2,366,087					

6/13/2023

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

Page 14 of 14

URBAN AREA **SHOALS**

URBAN AREA FUNDING TYPE **Surface Trans MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
100065034	IMPROVE RIVER RD FROM SR-133 TO FORD RD, COUNTY LINE RD FROM SR-20 TO OLD SR-20, SOCKWELL LN FROM SR-157 TO SR-20, SPRING VALLEY RD FROM THREE MILE LN TO LAGRANGE RD, RIVER RD FROM FORD RD TO BRICK SCHOOL RD, COUNTY LINE RD FROM SR-184 TO RIVER RD	CN	\$2,012,732	11/08/2024	Planned	
100065037	REPLACE BRIDGE BIN# 002231 OVER THROCKMORTON BRANCH ON FRANKFORT ROAD	PE	\$65,621	10/01/2024	Planned	
100065038	REPLACE BRIDGE BIN# 002231 OVER THROCKMORTON BRANCH ON FRANKFORT ROAD	CN	\$393,727	08/29/2025	Planned	
TOTALS FOR FISCAL YEAR 2025						
Prior FY Carryover	(\$1,323,617)	Authorized Projects	\$0	Unobligated Balance	\$868,466	
FY Apportionment	\$2,192,083	Planned Projects	\$2,472,080	Remaining Balance	(\$1,603,614)	
FY Special Allocation	\$0	Total Project Funds	\$2,472,080			
Total Funds	\$868,466					

100065026	IMPROVEMENTS TO MONTGOMERY AVENUE FROM 6TH STREET TO 12TH STREET AND 12TH STREET FROM MONTGOMERY AVENUE TO DOVER AVENUE	PE	\$22,092	10/01/2025	Planned	
100065027	IMPROVEMENTS TO MONTGOMERY AVENUE FROM 6TH STREET TO 12TH STREET AND 12TH STREET FROM MONTGOMERY AVENUE TO DOVER AVENUE	CN	\$273,946	04/24/2026	Planned	
100065045	WEST COLLEGE STREET FROM INTERSECTION WITH WEST MOBILE STREET TO SR-20 SAVANNAH HIGHWAY WITH BRIDGE AND APPROACHES OVER CYPRESS CREEK	PE	\$505,784	10/01/2025	Planned	
100076763	CONSTRUCTION OF RAILROAD OVERPASS OVER NORFOLK SOUTHERN IN SHEFFIELD	CN	\$23,439,760	12/05/2025	Planned	
TOTALS FOR FISCAL YEAR 2026						
Prior FY Carryover	(\$1,603,614)	Authorized Projects	\$0	Unobligated Balance	\$588,469	
FY Apportionment	\$2,192,083	Planned Projects	\$24,241,583	Remaining Balance	(\$23,653,114)	
FY Special Allocation	\$0	Total Project Funds	\$24,241,583			
Total Funds	\$588,469					

6/13/2023

TOTALS FOR FISCAL YEAR 2027						
Prior FY Carryover	(\$23,653,114)	Authorized Projects	\$0	Unobligated Balance	(\$21,461,031)	
FY Apportionment	\$2,192,083	Planned Projects	\$0	Remaining Balance	(\$21,461,031)	
FY Special Allocation	\$0	Total Project Funds	\$0			
Total Funds	(\$21,461,031)					

URBAN AREA FUNDING AVAILABILITY REPORT

URBAN AREA **SHOALS**

FEDERAL FUNDING ONLY

URBAN AREA FUNDING TYPE **Carbon Redu MPO**

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
						6/13/2023

TOTALS FOR FISCAL YEAR		2022			
Prior FY Carryover	\$0	Authorized Projects	\$0	Unobligated Balance	\$258,495
FY Apportionment	\$258,495	Planned Projects	\$0	Remaining Balance	\$258,495
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$258,495				

TOTALS FOR FISCAL YEAR		2023			
Prior FY Carryover	\$258,495	Authorized Projects	\$0	Unobligated Balance	\$522,160
FY Apportionment	\$263,665	Planned Projects	\$0	Remaining Balance	\$522,160
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$522,160				

TOTALS FOR FISCAL YEAR		2024			
Prior FY Carryover	\$522,160	Authorized Projects	\$0	Unobligated Balance	\$785,825
FY Apportionment	\$263,665	Planned Projects	\$0	Remaining Balance	\$785,825
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$785,825				

TOTALS FOR FISCAL YEAR		2025			
Prior FY Carryover	\$785,825	Authorized Projects	\$0	Unobligated Balance	\$1,049,490
FY Apportionment	\$263,665	Planned Projects	\$0	Remaining Balance	\$1,049,490
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$1,049,490				

TOTALS FOR FISCAL YEAR		2026			
Prior FY Carryover	\$1,049,490	Authorized Projects	\$0	Unobligated Balance	\$1,313,155
FY Apportionment	\$263,665	Planned Projects	\$0	Remaining Balance	\$1,313,155
FY Special Allocation	\$0	Total Project Funds	\$0		
Total Funds	\$1,313,155				

6/13/2023

URBAN AREA FUNDING AVAILABILITY REPORT
FEDERAL FUNDING ONLY

Page 2 of 2

URBAN AREA SHOALS

URBAN AREA FUNDING TYPE Carbon Redu MPO

PROJECT NO	PROJECT DESCRIPTION	SCOPE	FEDERAL FUNDS	Start Date	Status	Authorized
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6/13/2023

TOTALS FOR FISCAL YEAR 2027

Prior FY Carryover	\$1,313,155
FY Apportionment	\$263,665
FY Special Allocation	\$0
Total Funds	\$1,576,820

Authorized Projects	\$0
Planned Projects	\$0
Total Project Funds	\$0

Unobligated Balance	\$1,576,820
Remaining Balance	\$1,576,820

3.6 Livability Principles and Indicators Data

1) Provide more transportation choices

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Indicators

- Percentage of workforce using transit service: 0.73%
- Transit trips per capita: 13
- Vehicle miles traveled per household: 18,816

2) Promote equitable, affordable housing

Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Indicator

- Percentage of household income spent on housing and transportation: 51%
- Transportation costs per household: \$13,352

3) Enhance economic competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.

Indicator

- Percent of housing units located within 0.5 miles of primary employment centers: 52%

4) Support existing communities

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

Indicators

- Percentage of LRTP funding that will be used to improve existing facilities: 48%

5) Coordinate policies and leverage investment

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Indicator

- Percent of transportation projects where more than one federal funding source is utilized: 0%

6) Value communities and neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban, or suburban.

Indicator

- Percentage of housing units within a 0.25 mile of retail services, and parks: 77%
- Automobile greenhouse gas emissions per household: 7.62 tonnes/years

*Data Sources: U.S. Census Bureau, NACOLG Transit Department, Center for Neighborhood Technology (CNT)

3.7 Public Participation Data

The following pages contain the documents and sign-in sheets concerning the public meetings held for the 2023-2027 TIP.

FORTHCOMING

3.8 Certification – TIP/STIP MOU

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Shoals Area Metropolitan Planning Organization for the Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 C.F.R. part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11011(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 C.F.R. part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. part 27 regarding discrimination against individuals with disabilities.

Shoals Area
Metropolitan Planning Organization


Signature

Andy Betterton
Printed Name

Chairman-MPO
Title

6/29/23
Date

Alabama
State Department of Transportation

Signature

John R. Cooper
Printed Name

Transportation Director
Title

Date

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

TABLE OF CONTENTS

Section	Page
1.1 PURPOSE.....	1-2
1.2 AUTHORITY.....	1-2
1.3 SCOPE.....	1-2
1.4 REFERENCES.....	1-2
1.5 FEDERAL CERTIFICATION REQUIREMENTS.....	1-3
1.6 CERTIFICATION PROCESS & QUESTIONS.....	1-3

Shoals Area MPO Responses are highlighted in red

1.1 PURPOSE

This chapter provides guidance to the Alabama Department of Transportation for the certification of the metropolitan transportation planning process conducted by ALDOT.

1.2 AUTHORITY

Infrastructure Investment and Jobs Act <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

23 U.S.C. (United States Code) 134 (k)(5)

49 U.S.C. 5303 (k)(5)

23 C.F.R. (Code of Federal Regulations) 450.334

1.3 SCOPE

Federal law and regulation require ALDOT and the MPOs to jointly certify the transportation planning process for the metropolitan area concurrent with the submittal of the entire TIP to the FHWA and the FTA as part of the STIP approval at least every four years. This chapter is intended for use by ALDOT and MPO staff to assist them in carrying out the self-certification requirements.

1.4 REFERENCES

- 23 U.S.C. 134** -----(Metropolitan Planning)
- 42 U.S.C. 2000d et seq.** -----(Title VI of the Civil Rights Act of 1964)
- 42 U.S.C. 12101** -----(Americans with Disabilities Act of 1990)
- 42 U.S.C. 7504 and 7506(c) and (d)** (Transportation Air Quality Conformity)
- 49 U.S.C. 5303**----- (Metropolitan Planning)
- Section 11101(e) of the IIJA**----- (Disadvantaged Business Enterprises)
- 23 C.F.R. 450** -----(Metropolitan Planning)
- 49 C.F.R. Part 26** -----(Disadvantaged Business Enterprises)
- 49 C.F.R. 27** -----(Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance)
- 49 C.F.R. 37** -----(Transportation Services for Individuals with Disabilities)
- 49 C.F.R. 38** -----(Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles)

1.5 Self-CERTIFICATION REQUIREMENTS

23 C.F.R. 450.334 requires that concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the STIP approval, the State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) The metropolitan planning requirements identified in *23 U.S.C. 134* and *49 U.S.C. 5303*;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 C.F.R. Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the IIJA (Public Law 117-58) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and *49 C.F.R. Parts 27, 37, and 38*;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

1.6 Certification PROCESS & Questions

When the new STIP and TIPs are developed, ALDOT should contact each of the MPOs to schedule the certification review. The meeting should be scheduled so that ALDOT can provide **preliminary results of the certification**. At the meeting, ALDOT and the MPO will review all the planning requirements mandated by the 10 areas of law referenced in Section 1.5 and the questions outlined in this section.

The list of questions provided below identifies those minimum tasks that an MPO shall do in order to be fully certified. If the answer to one of the questions below is negative and if the problem cannot be corrected prior to the signing of the joint certification statement, ALDOT has the option of granting conditional certification and including corrective action in the joint certification statement. The corrective action should include a date by which the problem must be corrected. This list is intended to be as comprehensive as possible; however, it is possible that some requirements may have been overlooked and will need to be added at a later date.

Section (1): The metropolitan planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303;

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the largest incorporated city, and in accordance with procedures set forth in state and local law? [23 U.S.C. 134 (d)(1)(A) and (B); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (b)]

Yes

2. For Transportation Management Areas (TMAs) only, does the MPO policy board include local elected officials, officials that administer or operate major modes of transportation, and appropriate state officials? [23 U.S.C. 134 (d)(2)(A), (B), & (C); 49 U.S.C. 5303 (d); 23 C.F.R. 450.310 (d)]

Not Applicable

3. Does the MPO have up to date agreements such as the transportation planning agreement that creates the MPO, the financial agreement, and, if applicable, a transportation planning agreement between the MPOs, State, and public transportation operators where more than one MPO has been designated to serve an urbanized area? [23 C.F.R. 450.314]

Yes

4. Does the MPO boundary encompass the existing urbanized area and contiguous area expected to become urbanized within 20-year forecast period? [23 U.S.C. 134 (e)(2); 49 U.S.C. 5303 (e); 23 C.F.R. 450.312 (a)]

Yes

5. Did ALDOT send a copy of the boundary map to FHWA and FTA? [23 C.F.R. 450.312 (j)]

Yes

6. For projects located within the boundaries of more than one MPO, does the MPO coordinate the planning of these projects with the other MPO(s)? [23 U.S.C. 134 (g)(2)]

Not Applicable

7. Does the MPO planning process provide for consideration of the 10 planning factors? [23 U.S.C. 134 (h); 23 C.F.R. 450.306 (b)]

Yes

8. Did the Long-Range Transportation Plan (LRTP) have at least a 20-year horizon at the time of adoption of the last major update? [23 U.S.C. 134 (i)(2)(A); 23 C.F.R. 450.324 (a)]

Yes

9. Did the LRTP address the following areas in accordance with 23 U.S.C. 134 (i)(2), 49 U.S.C. 5303 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.

Yes

- Identify major transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities) that function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions.

Yes

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 USC 134(h)(2).

These are the performance measures and performance targets used by the Shoals MPO

1) Improving Safety, 2) Maintaining an Infrastructure Asset System in a State of Good Repair, 3) Reducing Traffic Congestion, 4) Improving the Efficiency of the Surface System, 5) Freight Movement and Economic Vitality, 6) Protecting the Environment, and 7) Reducing Project Delivery Delays.

Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 USC 134(h)(2).

FHWA Safety Performance Measures (PM 1) (Annual Targets)	Calendar Year Targets 2022
Number of Fatalities	961
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.400
Number of Serious Injuries	6,000
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	9.000
Number of Non-motorized fatalities and serious injuries	365
FHWA Bridge/Pavement Performance Measures (PM2)	Original 4-Year Target
% of Pavements of the Interstate System in Good Condition	> 50.0%
% of Pavements of the Interstate System in Poor Condition	< 5.0%
% of Pavements of the Non-Interstate NHS in Good Condition	> 40.0%
% of Pavements of the Non-Interstate NHS in Poor Condition	< 5.0%
% of NHS bridges in Good condition by deck area	≥ 27.0%
% of NHS bridges in Poor condition by deck area	≤ 3.0%
FHWA System Performance Measures (PM3)	Adjusted 4-Year Target 2022
% of Person-Miles Traveled on the Interstate that are Reliable	92.00%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.00%
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.3
FTA State of Good Repair Performance Measures	2020
% of Rolling Stock (Revenue vehicles) meet or exceed Useful Life Benchmark (ULB)	Reduce inventory by 5%
% of Equipment (over \$50K) meet or exceed Useful Life Benchmark (ULB)	Reduce by 10%
% of FTA-funded Facilities with condition rating below 3.0 (average) of FTA Average TERM Scale	No more than 20% of facilities rate less than average

- Include discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

The MPO has an approved Bicycle/Pedestrian Plan for the Shoals Area MPO and is currently updating the Bicycle/Pedestrian Plan and will be completed in FY24. The MPO also coordinates with Public Transit in our Metropolitan planning process.

- Include a financial plan that showed the public and private revenue sources that could reasonably be expected.

Yes. See section 9 of the Shoals 2045 LRTP

- Include discussion of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

Yes. See section 1.2.3 of the Shoals 2045 LRTP.

- Include discussion of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

Yes. See section 10 of the Shoals 2045 LRTP

- Indicate as appropriate proposed transportation and transit enhancement activities.

Yes. See section 3 of the Shoals 2045 LRTP .

10. Did the LRTP address the following minimum required areas in accordance with 23 C.F.R. 450.324 (f)?

- Identify projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

See section 3 of the Shoals 2045 LRTP.

- Identify existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors);

See section 3 of the Shoals 2045 LRTP.

- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 C.F.R. 450.306(d).

See section 1.2.3 of the Shoals 2045 LRTP.

- Include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 C.F.R. 450.306(d)

See section 1.2.3 of the Shoals 2045 LRTP.

- Include operational and management strategies to improve the performance of existing transportation facilities;

See section 1.2.3 of the Shoals 2045 LRTP.

- In TMA areas, consider the results of the congestion management process;

Not Applicable

- Include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;

Yes. See section 3 of the Shoals 2045 LRTP.

- Describe the proposed improvements in sufficient detail to develop cost estimates;

Yes. See section 3 of the Shoals 2045 LRTP.

- Discuss types of potential environmental mitigation activities and potential areas to carry out these activities;

The MPO has an approved Bicycle/Pedestrian Plan for the Shoals Area MPO and is currently updating the Bicycle/Pedestrian Plan and will be completed in FY24. The MPO also coordinates with Public Transit in our Metropolitan planning process

- Include pedestrian walkway and bicycle transportation facilities;

Yes. See section 3.5 of the Shoals 2045 LRTP.

- Include transportation and transit enhancement activities;

Yes. See section 3 of the Shoals 2045 LRTP.

- Include a financial plan that demonstrates how the adopted transportation plan can be implemented

Yes. See section 3 and section 9 of the Shoals 2045 LRTP.

- Include design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding sources, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 C.F.R. part 93, subpart A).

Not Applicable

11. Has the LRTP been reviewed and updated at least 5 years since the date of the last MPO Board action? If the MPO planning area is in nonattainment and maintenance areas, has the LRTP been reviewed and updated at least 4 years since the last board action? [23 U.S.C. 134 (i)(1); 23 C.F.R. 450.324 (c)]

The next LRTP update will begin in FY 2025.

12. Has the MPO sent all updates/amendments of the LRTP to FHWA and FTA via the ALDOT's Local Transportation Bureau? [23 C.F.R. 450.324 (c)]

Yes

13. Was the TIP developed in cooperation with the State and local transit operators? [23 U.S.C. 134 (j)(1)(A); 49 U.S.C. 5303 (a); 23 C.F.R. 450.326 (a)]

Yes

14. Was the TIP updated at least every 4 years and approved by the MPO and the Governor? [23 U.S.C.134 (j)(1)(D); 23 C.F.R. 450.326 (a)]

Yes

15. Was the TIP financially constrained and did it include only revenues that could be reasonably expected? [23 U.S.C. 134 (j)(2)(B); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (h)]

Yes

16. Did the TIP contain a priority list of federally supported projects to be supported over the next four years? [23 U.S.C. 134 (j)(2)(A); 49 U.S.C. 5303 (j); 23 C.F.R. 450.326 (a)]

Yes

17. Did the TIP contain all regionally significant projects, as defined by 23 C.F.R. 450.104? [23 U.S.C. 134 (j)(3)(B); 49 U.S.C. 5303 (j)(2); 23 C.F.R. 450.326 (d)]

Yes

18. Was the TIP consistent with the LRTP? [23 U.S.C. 134 (j)(3)(C); 49 U.S.C. 5303 (j)(1); and 23 C.F.R. 450.326 (i)]

Yes

19. Does the TIP identify the criteria and process for prioritizing implementation of transportation plan elements (including inter-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs? [23 C.F.R. 450.326 (n) (1)]

Yes

20. Did the TIP include a listing of projects for which Federal funds have been obligated in the preceding year, or was this list otherwise made available for public review? [23 U.S.C. 134 (j)(7)(B); 49 U.S.C. 5304 (j)(7); 23 C.F.R. 450.326 (b) and (n)]

Yes

21. When developing the LRTP and TIP, did the MPO provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed plan and program? [23 U.S.C. 134 (i)(6)(A) and (j)(4)]

Yes, both plans were made available for public viewing on the agency website and throughout the Planning Area.

22. Is the LRTP and TIP of the MPO published or otherwise readily available for public review? [23 U.S.C. 134 (i)(6) and (j)(7)(A)]

Yes, both plans are available on the agency website.

23. Did the UPWP identify work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds? [23 C.F.R. 450.308 (c)]

Yes

24. Did the UPWP document planning activities to be funded with through Title 23 U.S.C. and the Federal Transit Act? [23 C.F.R. 450.308 (b)]

Yes

25. Were the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process? [23 U.S.C. 134 (c)(3), 49 U.S.C. 5303 (c)(3)]

Yes

26. If located in a Transportation Management Area, does the MPO have an up to date congestion management process? [23 U.S.C. 134 (k)(3)]

Not Applicable

27. Does the MPO have a documented Public Participation Plan that defines a process for members of the public to have reasonable opportunity to participate in the planning process? [23 C.F.R. 450.316 (a)]

Yes

28. Has the MPO recently reviewed its Public Participation Plan? [23 C.F.R. 450.316 (a)(1)(x)]

Yes

29. When the Public Participation Plan was adopted, was it made available for public review for at least 45 days? [23 C.F.R. 450.316(a)(3)]

Yes

Section (2): The requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (for air quality nonattainment and maintenance areas only)

1. How does the MPO coordinate the development of the Transportation Plan with SIP development?

Not Applicable

2. How does the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA?

Not Applicable

3. Does the metropolitan planning process include a Congestion Management Process that meets the requirements of 23 C.F.R. Part 450.322? What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?

Not Applicable

4. How does the MPO ensure that the TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities?

Not Applicable

Sections (3), (4), and (7) through (10): The prohibitions against discrimination on the basis of race, color, creed, national origin, age, gender, or disability as dictated by Title VI of the Civil Rights Act of 1964, as amended; 49 U.S.C. 5332; 23 U.S.C. 324; the Americans with Disabilities Act; the Older Americans Act; and Section 504 of the Rehabilitation Act of 1973

1. Does the MPO have a signed Title VI policy statement expressing commitment to non-discrimination? [23 C.F.R. 200.9 (a)(1)]

Yes

2. Does the MPO take action to correct any deficiencies found by ALDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance? [23 C.F.R. 200.9 (a)(3)]

If Title VI deficiencies were found with the MPO process, the MPO would correct the deficiencies in 90 days or less.

3. Does the MPO have a staff person assigned to handle Title VI and ADA related issues? This does not need to be a full-time equivalent position, but there should be at least someone at the MPO for whom Title VI and ADA is an extra duty area. [23 C.F.R. 200.9 (b)(1); 49 C.F.R. 27.13]

Yes

4. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with ALDOT's procedure? [23 C.F.R. 200.9 (b)(3)]

Yes

5. Does the MPO collect statistical data (race, color, national origin, sex, age, disability) of participants in, and beneficiaries of the programs and activities of the MPO? [23 C.F.R. 200.9 (b)(4)]

Yes

6. Does the MPO conduct an annual review of their program areas (for example: public involvement) to determine their level of effectiveness in satisfying the requirements of Title VI? [23 C.F.R. 200.9 (b)(6)]

Yes

7. Has the MPO participated in any recent Title VI training, either offered by the state, organized by the MPO, or some other form of training, in the past year?

Yes

8. Does the MPO have a signed Non Discrimination Agreement, including Title VI Assurances, with the State?

Yes

9. Do the MPO's contracts and bids include the appropriate language as shown in the appendices of the Non Discrimination Agreement with the State?

Yes

10. Does the MPO hold its meetings in locations that are ADA accessible? [49 C.F.R. 27.7 (5)]

Yes

11. Does the MPO take appropriate steps to ensure its communications are

available to persons with impaired vision and hearing? [49 C.F.R. 27.7 (6)(c)]

Yes

12. Does the MPO keep on file for 1 year all complaints of ADA non-compliance received and for 5 years a record of all complaints in summary form? [49 C.F.R. 27.121]

The MPO has not received an ADA Complaint. If any complaints are received, the MPO will keep the complaints on file for at least a year and a summary of all complaints for at least five years.

13. Have all the local governments included within the MPO's study area boundary completed an ADA Transition Plan? Please provide a table indicating the status of the transition plans and copy of the completed transition plans.

Government	Date of Completion	Status of Plan	MPO Voting Member
Colbert County	1993	Implementing	Yes
Lauderdale County	1992/ Updated 2006	Implementing	Yes
Town of Leighton	1992	Implementing	No
City of Muscle Shoals	1993/Currently Updating	Implementing	Yes
City of Sheffield	1999	Implementing	Yes
City of Tusculmbia	1995/Currently Updating	Implementing	Yes
City of Florence	1992/Currently Updating	Implementing	Yes
Town of Killen	2005	Implementing	Yes
Town of St. Florian	Assessment Completed 2015	Implementing	No

Section (5): Section 11101(e) of the IIJA regarding the involvement of disadvantaged business enterprises in FHWA and FTA planning projects (49 C.F.R. Part 26) Note: MPOs that are part of municipal or county governments may have some of these processes handled by the host agency.

1. Does the MPO have an ALDOT approved DBE plan?

Yes, The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

2. Does the MPO track DBE participation?

Yes, The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

3. Does the MPO report actual payments to DBEs?

Yes, The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants?

Yes, The Shoals MPO utilizes the ALDOT pre-approved list of contractors for all projects.

Section (6): 23 C.F.R. Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

1. Has the MPO implemented an equal employment opportunity program?

Yes, through the host agency (Northwest Alabama Council of Local Governments) Policy and Procedures manual.

450.334 Self-certifications and Federal certifications.

Each MPO is required to include the new certification form in the TIP when updating the TIP every four (4) years and send a copy of the certification form to ALDOT's Local Transportation Bureau. After the Transportation Director at ALDOT signs the certification form, the Local Transportation Bureau will return a signed copy of the certification form to each MPO to be placed in the MPO's project folder.

3.9 Memorandum of Understanding



Kay Ivey
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

Local Transportation Bureau
1409 Coliseum Blvd., Montgomery, Alabama 36110-2060
Phone: (334) 242-6206 FAX: (334) 353-6530
Internet: <http://www.dot.state.al.us>



John R. Cooper
Transportation Director

November 22, 2022

LOCAL TRANSPORTATION BUREAU MEMORANDUM 2022-15

To: Metropolitan Planning Organizations

From: 
Bradley B. Lindsey, P.E., State Local Transportation Engineer

Reference: FY 2024-2027 Transportation Improvement Program

In cooperation with the State of Alabama, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and public transit providers, Metropolitan Planning Organizations (MPOs) in Alabama will be required to submit a Transportation Improvement Program (TIP) for Fiscal Years 2024 through 2027. The requirements below will outline the FY 2024-2027 TIP.

Contents

Document Schedule & Deadlines	2
Narrative and Appendices	2
Narrative.....	2
Performance Measures	3
Prioritization Process.....	3
Significant Projects	3
Project Tables.....	3
Project Display.....	3
Moving / Entering Projects.....	4
Level-of-Effort / Transit	4
MPO Portal	5
Financial.....	5
TIP Financial Plan.....	5
Amendments and Administrative Modifications to the TIP.....	5
Questions	6

Document Schedule & Deadlines

Amendments to the FY 2020-2023 TIP will continue to occur until September 30, 2023. ALDOT advises MPOs not to delete projects from the FY 2020-2023 TIP as additional funds may become available. The MPO should act on all other additions and modifications to the TIP.

Pertinent dates for the TIP include the following:

- Spring 2023 – MPO receives draft STIP from ALDOT
- No later than June 1st, 2023 – MPO submits draft TIP to ALDOT
- No later than July 1st, 2023 – ALDOT, FHWA, and FTA provide comments on TIP
- No later than August 31st, 2023 – MPO submits adopted TIPs to ALDOT

Narrative and Appendices

Narrative

Similar to prior years, topics covered in the narrative of the TIP must include but not be limited to the following:

- | | |
|------------------------------------|--|
| (1) Purpose; | (11) Climate change; |
| (2) Organization; | (12) Air quality planning; |
| (3) Regulations; | (13) Financial constraint; |
| (4) Consistency with other plans; | (14) Project selection and prioritization; |
| (5) Scope of the planning process; | (15) Bicycle and pedestrian planning; |
| (6) Planning Emphasis Areas; | (16) Regionally significant projects; |
| (7) Public participation; | (17) Freight planning; |
| (8) Title VI; | (18) Performance measures; and |
| (9) Livability Indicators; | (19) Complete Streets |
| (10) Environmental mitigation; | |

The TIP should serve as a tool to document the MPO's public involvement process. This includes advertisement of any document or meeting. The TIP should include information about the public participation process and should document Title VI requirements. Meeting minutes, copies of meeting advertisements, copies of advertisements for the TIP (screenshots of websites are acceptable) and similar items should also be included as appendices. The MPO is required to provide all interested parties with a reasonable opportunity to comment on the proposed TIP, to include at least one public meeting, and make the document electronically accessible.

23 CFR 450.336 requires that the State and MPO certify at least every 4 years that all requirements of the metropolitan transportation planning process are being fulfilled. That certification is verified by way of a self-certification questionnaire, which must be completed and returned to ALDOT, and subsequently placed in the TIP. Upon review and approval ALDOT will e-mail a self-certification form to be signed and returned to ALDOT. The self-certification form should also be placed in the TIP. Additionally, ALDOT has revised the Memorandum of Understanding between ALDOT and FHWA for the FY 2024-2027 TIP. A copy of this document should be included in the TIP as well. Contact your MPO Coordinator to receive an approved copy of the Memorandum of Understanding.

Performance Measures

As was the case with the prior TIP, the 2024-2027 TIP will show how project investments support performance targets. Reporting should include a list of all targets and the Performance Management Agreement. The TIP write-up should be a summary of how the TIP supports ALDOT's performance targets. Reporting can be summarized by category; i.e. how many projects and dollars were planned towards Safety targets. Reach out to your MPO Coordinator if there is any question about what project to apply to a category. Other information is available by accessing the September 2021 MPO and RPO Planner's Conference available on Microsoft Teams. Memorandums 2018-17, 2019-3, 2019-21, and 2022-13 provide additional insight: <https://www.dot.state.al.us/publications/LocalTransportation/Memorandums.html>.

Prioritization Process

The MPO's TIP should include a copy of the most recent Urban Funds Report. The Urban Funds Report has been redesigned to indicate the priorities of the MPO and the ALDOT Region. MPO Projects will first be prioritized by year, FY 2024-2027. It is expected that each year will contain projects that can be budgeted within the MPO's obligation, as well as projects that are ready and waiting on additional funding. Projects budgeted within the year's obligation will be assigned a 1 on the Urban Funds Report and additional projects will be assigned a 2. The ability to assign a 1 or 2 will be given to the MPO through the MPO Portal.

Significant Projects

The MPO should list any major project from the previous TIP that has been implemented. This serves to let the public know that projects are getting funded from planning documents. The Annual Listing of Obligated Projects for the prior year (FY 2023) may be included in the TIP but does not replace the above-mentioned requirement. The Annual Listing of Obligated Projects should continue to be listed on the MPO's website as a stand-alone document and is not required to be submitted until December 31.

All Regionally Significant Projects should also be listed regardless of funding type. Additionally, there should be narrative about the MPO's process for managing Regionally Significant Projects, regardless of whether they exist in a particular MPO. Comments about how the MPO will work with other MPOs is one example of documentation that should be included.

Project Tables

Project Display

The TIP should include all planned surface transportation projects within the boundaries of the metropolitan planning area, with the exception of those listed in 23 CFR 450.326(e). MPO projects must include certain data in order to be added to ALDOT's Statewide Transportation Improvement Program (STIP) and be submitted for authorization. Such data includes a project reference number (1000 #), a description, a dollar amount, a start date, and the phase of the project. More information is included in Local Transportation Bureau Memorandum 2018-28. MPO staff are encouraged to review 23 CFR 450.326, "Development and Content of the TIP."

Planned projects will be displayed in the TIP in both tabular as well as a mapped format. All projects should be mapped, and it is the MPO's discretion as to how many projects to display on one map.

Moving / Entering Projects

It is the MPO's responsibility to learn which projects will not be authorized in FY 2023 and will thus move into the FY 2024-2027 TIP. FY 2023 projects should be listed as FY 2024, regardless of how the project is displayed in the MPO Portal. Information may be gleaned from ALDOT's Draft STIP, available in the Spring of 2023.

If there are any projects that the MPO desires to add beyond the Draft STIP, those projects should be entered into CPMS via the MPO Portal, following a prescribed format. Instructions on how to enter projects into the MPO Portal and instructions for project descriptions are available on Microsoft Teams (ATPA Team, E-STIP and MPO Portal Channel). Once submitted, MPOs cannot amend the FY 2024-2027 TIP until October 1st, 2023.

It is a requirement that all phases of a project be included in a MPO's TIP. For example, if a PE is scheduled to be authorized in the last year of the TIP, any RW, UT, or CN in a future year must also be included in the TIP. Similarly, if a CN is scheduled to be authorized in the first year of the TIP, any prior PE, RW, or UT must also be included in the TIP. This can be handled through the Excel feature of the MPO Portal, although MPOs can use whatever method they deem sufficient.

Level-of-Effort / Transit

Projects that are not considered to be of appropriate scale for individual identification may fall into one of eight Level-of-Effort (LVOE) categories listed below. Level-of-effort projects are not required to be listed individually in the TIP, although the MPO may choose to do so.

- Interstate Resurfacing Program (includes lighting, sign and pavement rehabilitation)
- Non-Interstate Resurfacing Program (FM);
- Transportation Alternative Program (TAP);
- Safety Projects (Highway Safety Improvement Program, roadway, signal and rail-crossing, etc.)
- Recreational Trails (administered by the Alabama Dept. of Economic and Community Affairs)
- County Allocation Funds (off-system bridges and STP non-urban) until prior year carryover is fully obligated;
- Federal Transit Programs: 5311 (non-urban), and 5310 (Elderly and Disabilities)
- Electric vehicles (administered by the Alabama Dept. of Economic and Community Affairs)

Transit Recipients of Section 5307 and Section 5339 funding are now direct recipients. Additionally, five MPOs are direct recipients of Section 5310 funding. Such funding does not pass through ALDOT and therefore does not fall under the level-of-effort process. These projects must be included in the TIP.

Transit funding is typically spent in a different year than it was apportioned. All CPMS descriptions should reflect the fact that FY 2017 funding was spent in FY 2019, for example. If a MPO's apportionment year covers two years of project expenditures, that should be noted as well. ALDOT would like for all MPOs to include a table that shows the relationship between funding allocations and funding expenditures. The below is an example.

<u>Authorized</u>	<u>Obligated</u>
FY 2022 =	FY 2024
FY 2023, FY 2024 =	FY 2025
FY 2024 =	FY 2026, FY 2027

MPO Portal

The MPO will be undergoing the following revisions in preparation for the FY 2024-2027 TIP submittal:

- Minor changes to data fields in the Project Search tool
- Minor changes to data field in the TIP Reports tool
- Ability to access the Urban Funds Report
- The addition of a prioritization process to the Urban Funds Report

Financial

TIP Financial Plan

Regulations require that “financial constraint shall be demonstrated and maintained by year.” The MPO should demonstrate that the forecasted revenues are sufficient to support the projects that are listed in each category of funding. The MPO should use the MPO Portal to forecast and display available funding within the TIP for various funding categories. The funding categories are listed below along with the MPO Portal Section Number that should be used for funding projection.

IJA Funding Categories to Project	Related MPO Portal Section #
Surface Transportation Funds, Attributable	1
Surface Transportation Funds, Any Area	2
National Highway / Interstate Maintenance	3
Transportation Alternatives	5, 8
State Funding	7
State Funded Projects	7, 10
Transit Projects	9
Safety Projects	11
Carbon Funds	12, 15, 16
Covid Funds	12
ATRIP Funds	12
Rebuild Alabama Projects	12
Congestion Mitigation and Air Quality Projects	13
National Highway Freight Program	
PROTECT Program	
Bridge Investment Program	

Amendments and Administrative Modifications to the TIP

Amendments to a MPO’s TIP should be by resolution, and will be in the case of an addition, deletion, or modification of a project. Minor changes, including edits to the narrative and certain projects, can be performed by administrative modification. Administrative modifications can be approved by e-mail with a phrase such as: *The XXXXXX Area MPO has accepted the following project for Administrative Modification.*

For the FY 2024-2027 TIP, any increase or decrease under \$1,000,000 (\$5,000,000 for Transportation Management Areas) may be approved by Administrative Modification. For a project that receives

several Administrative Modifications, the MPO will be required to amend their TIP by resolution when the total of those increases reaches the amount described above. MPOs that would rather see their project approved by resolution, even if it qualifies for Administrative Modification, should e-mail their MPO Coordinator within 10 days of the notification.

Questions

Please respond to Barrett Dees at 334-242-6818 (deesr@dot.state.al.us) or Bryan Fair at 334-242-6098 (fairb@dot.state.al.us) with any questions concerning this memorandum. All questions concerning transit projects should be directed to Randy Stroup at 334-242-6760 or stroupr@dot.state.al.us. Draft and final copies of the TIP should be placed on Microsoft Teams and 4 copies of the final version should be sent to the address below.

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State Local Transportation Engineer
Alabama Department of Transportation
1409 Coliseum Blvd
Montgomery, AL 36110
Room D-101

ATTN: Barrett Dees, P.E.

BBL:RBD/bf

C: Region Preconstruction Engineers, ALDOT
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